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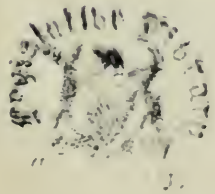

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LIST OF SESSIONAL PAPERS

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(This volume is bound in three parts.)

1. Report of the Auditor General for the year ended 31st March, 1916, Volume 1, Parts a b and A to K; Volume II, Parts L to U; Volume III, Parts V to Z; Volume IV, Part ZZ. Presented by Sir George Foster April 19, 1917.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 2.

2. The Public Accounts of Canada, for the fiscal year ended March 31, 1916. Presented by Sir Thomas White, February 1, 1917...*Printed for distribution and sessional papers.*

3. Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1918, and in accordance with the provisions of "The British North America Act, 1867," the Governor General recommends these Estimates to the House of Commons. Presented by Sir Thomas White, January 31, 1917.
Printed for distribution and sessional papers.

4. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1917, and, in accordance with the provisions of "The British North America Act, 1867," the Governor General recommends these Estimates to the House of Commons. Presented by Sir Thomas White, February 5, 1917.
Printed for distribution and sessional papers.

5. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1918. Presented by Sir Thomas White, August 17, 1917.
Printed for distribution and sessional papers.

6. List of Shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1915. Presented by Sir Thomas White, January 25, 1917.. .. .. ..*Not printed.*

7. Report on certified cheques, drafts or bills of exchange, dividends remaining unpaid and unclaimed balances in Chartered Banks of the Dominion of Canada, for five years and upwards prior to December 31, 1915. Presented by Sir Thomas White, January 25, 1917.. .. .. .

CONTENTS OF VOLUME 4.

10. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1916: Part I.—Canadian Trade (Imports in and Exports from Canada). Presented by Sir George Foster, April 19, 1917.. ..*Printed for distribution and sessional papers.*

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10*a*. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1916:—Part II.—Canadian Trade with France, Germany, the United Kingdom and the United States. Presented by Sir George Foster, January 25, 1917.
Printed for distribution and sessional papers.

10*b*. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1916.—Part III.—Canadian Trade with British and Foreign Countries (except France, Germany, United Kingdom and United States). Presented by Sir George Foster, April 19, 1917... .. ..*Printed for distribution and sessional papers.*

10*c*. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1916 (Part IV, Miscellaneous Information). Presented by Sir George Foster, June 4, 1917.. .. ..*Printed for distribution and sessional papers.*

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10*d*. Report of the Department of Trade and Commerce, Part V—Grain Statistics, compiled by the Inspection Branch of the Department, Ottawa, for the fiscal year ended March 31, 1916, the crop year ended August 31, 1916, and the season of navigation ended December 14, 1916; and Report of the Board of Grain Commissioners. Presented by Sir George Foster, June 8, 1917.. .. *Printed for distribution and sessional papers.*

10*e*. Report of the Department of Trade and Commerce, for the fiscal year ending March 31, 1916 (Part VI.—Subsidized Steamship Services, with Statistics showing Steamship Traffic to December 31, 1916, and Estimates for fiscal year 1917-1918). Presented by Sir George Foster, May 3, 1917... ..*Printed for distribution and sessional papers.*

10*f*. Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1916: Part VII—Trade of Foreign Countries, Treaties and Conventions. Presented by Sir George Foster, 1917.. .. ..*Printed for distribution and sessional papers.*

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11. Report of the Department of Customs for the year ended March 31, 1916. Presented by Hon. Mr. Reid, January 29, 1917.. ..*Printed for distribution and sessional papers.*

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12, 13, 14. Reports, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended March 31, 1916. Part I.—Excise. Part II.—Weights and Measures, Gas and Electricity. Part III.—Adulteration of Food. Presented by Sir James Lougheed, January 26, 1917...*Printed for distribution and sessional papers.*

15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended March 31, 1916. Presented by Hon. Mr. Burrell, January 26, 1917.
Printed for distribution and sessional papers.

15*a*. Report of the Dairy and Cold Storage Commissioner for the fiscal year ending March 31, 1916 (Dairying, Fruit, Extension of Markets and Cold Storage.) Presented by Hon. Mr. Burrell, 1917.. .. ..*Not printed.*

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15*b*. Report of the Veterinary Director General for the year ending March 31, 1916. Presented by Hon. Mr. Burrell, 1917... .. ..*Printed for distribution and sessional papers.*

15*c*. Report on "The Agricultural Instruction Act," 1915-16, pursuant to Section 8, Chapter 5 of 3-4 George V. Presented by Hon. Mr. Patenaude, January 31, 1917.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 9.

(This volume is bound in two parts.)

16. Report of the Director and Officers of the Experimental Farms for the year ending 31st March, 1916.—Volumes I, II and III. Presented by Sir George Foster, August 13, 1917.
Printed for distribution and sessional papers.

17. Criminal Statistics for the year ended September, 1915. (Appendix to the Report of the Minister of Trade and Commerce for the year 1915.) Presented by Sir George Foster, 1917. .. ..*Printed for distribution and sessional papers.*

18. Return of By-elections for the House of Commons of Canada held during the year 1916. Presented by Hon. Mr. Speaker, 1917.. .. ..*Not printed.*

CONTENTS OF VOLUME 10.

19. Report of the Minister of Public Works on the works under his control for the fiscal year ended March 31, 1916. Presented by Hon. Mr. Rogers, January 26, 1917.
Printed for distribution and sessional papers.

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20. Annual Report of the Department of Railways and Canals, for the fiscal year from April 1, 1915, to March 31, 1916. Presented by Hon. Mr. Cochrane, April 19, 1917.
Printed for distribution and sessional papers.

20*a*. Canal Statistics for the season of Navigation, 1916. Presented by Hon. Mr. Reid, May 7, 1917... .. ..*Printed for distribution and sessional papers.*

20*b*. Railway Statistics of the Dominion of Canada, for the year ended 30th June, 1916. Presented by Hon. Mr. Cochrane, April 24, 1917.
Printed for distribution and sessional papers.

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20*c*. Eleventh Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1916. Presented by Hon. Mr. Cochrane, January 23, 1917.
Printed for distribution and sessional papers.

20*d*. Telephone Statistics of the Dominion of Canada, for the year ended June 30, 1916. Presented by Hon. Mr. Cochrane, April 19, 1917.
Printed for distribution and sessional papers.

20*e*. Express Statistics of the Dominion of Canada, for the year ended June 30, 1916. Presented by Hon Mr. Cochrane, April 25, 1917.
Printed for distribution and sessional papers.

20*f*. Telegraph Statistics of the Dominion of Canada, for the year ended June 30, 1916. Presented by Hon. Mr. Cochrane, April 19, 1917.
Printed for distribution and sessional papers.

20*g*. Report of the Royal Commission appointed to consider the general problem of transportation in Canada, comprising:—Report of Sir H. F. Drayton and Mr. W. M. Acworth; Report of Mr. A. H. Smith; and, Appendices A and B, being Report of Appraisal of Canadian Northern Railway System and Grand Trunk Pacific Railway, by Mr. Geo. F. Swain, C.E. Presented by Sir Thomas White, May 2, 1917.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 13.

21. Forty-ninth Annual Report of the Department of Marine and Fisheries, for the year 1915-16—Marine. Presented by Hon. Mr. Hazen, January 23, 1917.
Printed for distribution and sessional papers.

22. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the Registry Books of the Dominion of Canada, on the 31st day of December, 1916. Presented by Hon. Mr. Hazen, September 4, 1917.
Printed for distribution and sessional papers.

23. Supplement to the Forty-ninth Annual Report of the Department of Marine and Fisheries for the fiscal year 1915-16. (Marine)—Steamboat Inspection Report. Presented by Hon. Mr. Hazen, April 19, 1917... ..*Printed for distribution and sessional papers.*

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24. Report of the Postmaster General for the year ended 31st March, 1916. Presented by Hon. Mr. Blondin, February 1, 1917...*Printed for distribution and sessional papers.*

25. Annual Report of the Department of the Interior, for the fiscal year ending March 31, 1916. Presented by Hon. Mr. Roche, January 22, 1917.
Printed for distribution and sessional papers.

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25*b*. Annual Report of the Topographical Surveys Branch of the Department of Interior, 1915-16. Presented by Hon. Mr. Roche, June 19, 1917.
Printed for distribution and sessional papers.

25*c*. Report of Hydrometric Surveys (Stream Measurements), for the calendar year 1915. Presented by Hon. Mr. Roche, April 19, 1917.
Printed for distribution and sessional papers.

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25*d*. Fifteenth Report of the Geographic Board of Canada for year ended March 31, 1916. Presented, 1917.. .. ..*Not printed.*

25*e*. Report of the British Columbia Hydrometric Survey for the calendar year 1915 (Water Resources Paper No. 18 of the Dominion Water Power Branch, Department of the Interior). Presented by Hon. Mr. Roche, July 5, 1917.
Printed for distribution and sessional papers.

25*f*. Progress Report of the Manitoba Hydrometric Survey for the calendar year 1915 (Water Resources Paper No. 19 of the Dominion Water Power Branch, Department of the Interior). Presented by Hon. Mr. Roche, July 7, 1917.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 17.

26. Summary Report of the operations of the Geological Survey, Department of Mines, for the calendar year, 1916. Presented by Hon. Mr. Meighen, August 28, 1917.
Printed for distribution and sessional papers.

26*a*. Summary Report of the Mines Branch of the Department of Mines, for the calendar year ending 31st December, 1915. Presented by Hon. Mr. Patenaude, April 19, 1917.
Printed for distribution and sessional papers.

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27. Report of the Department of Indian Affairs for the year ended March 31, 1916. Presented by Hon. Mr. Roche, January 22, 1917.
Printed for distribution and sessional papers.

28. Report of the Royal Northwest Mounted Police, 1916. Presented by Sir Robert Borden, April 19, 1917.. .. ..*Printed for distribution and sessional papers.*

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29. Report of the Secretary of State of Canada for the year ended March 31, 1916. Presented by Hon. Mr. Roche, August 18, 1917... ..*Printed for distribution and sessional papers.*

30. The Civil Service List of Canada for the year 1916. Presented 1917.
Printed for distribution and sessional papers.

31. Eighth Annual Report of the Civil Service Commission of Canada for the year ended August 31, 1916. Presented by Hon. Mr. Patenaude, April 19, 1917.
Printed for distribution and sessional papers.

32. Annual Report of the Department of Public Printing and Stationery for the fiscal year ended March 31, 1916. Presented by Sir Robert Borden, July 31, 1917.
Printed for distribution and sessional papers.

33. Report of the Secretary of State for External Affairs for the year ended March 31, 1917. Presented 1917... .. ..*Printed for distribution and sessional papers.*

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34. Report of the Minister of Justice as to the Penitentiaries of Canada for the fiscal year ending March 31, 1916. Presented 1917...*Printed for distribution and sessional papers.*

35. Report of the Militia Council for the Dominion of Canada, for the fiscal year ending March 31, 1916. Presented by Sir A. E. Kemp, February 3, 1917.
Printed for distribution and sessional papers.

36. Report of the Department of Labour for the fiscal year ending March 31, 1916. Presented by Hon. Mr. Crothers, January 22, 1917.
Printed for distribution and sessional papers.

36*a*. Ninth Report of the Registrar of Boards of Conciliation and Investigation of the proceedings under "The Industrial Disputes Investigation Act, 1907," for the fiscal year ending March 31, 1916. Presented by Hon. Mr. Crothers, January 22, 1917.
Printed for distribution and sessional papers.

37. Twelfth Annual Report of the Commissioners of the Transcontinental Railway, for the year ended March 31, 1916. Presented by Hon. Mr. Cochrane, April 19, 1917.
Printed for distribution and sessional papers.

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38. Report of the Department of the Naval Service, for the fiscal year ending March 31, 1916. Presented by Hon. Mr. Hazen, January 22, 1917.
Printed for distribution and sessional papers.

38*a*. Supplement to the Sixth Annual Report of the Department of Naval Service, Fisheries Branch,—Contributions to Canadian Biology, being studies from the biological stations of Canada, 1915-1916. Presented by Hon. Mr. Hazen, June 4, 1917.
Printed for distribution and sessional papers.

38*c*. Lobster Conservation in Canada, by A. P. Knight, M.A.
Printed for distribution and sessional papers.

39. Forty-ninth Annual Report of the Fisheries Branch of the Department of the Naval Service, 1915-16. Presented by Hon. Mr. Hazen, January 22, 1917.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 21—*Continued.*

40. The Report of the Joint Librarians of Parliament. Presented by Hon. Mr. Speaker, January 19, 1917... .. ..*Not printed.*

41. Copies of Orders in Council, as follows:—

P.C. 1917, dated the 15th day of July, 1916, respecting the appointment of a Parliamentary Under Secretary of State for External Affairs during the continuance of the war.

P.C. 2576, dated the 21st day of October, 1916, respecting the appointment of Hugh Clark, Member of the House of Commons for the Electoral District of North Bruce, to the position of Parliamentary Under Secretary for Exernal Affairs, during the continuance of the present war.

P.C. 1720, dated the 15th day of July, 1916, respecting the appointment of a Parliamentary Secretary of the Department of Militia and Defence, during the continuance of the present war.

P.C. 1730, dated the 19th day of July, 1916, respecting the appointment of Fleming Blanchard McCurdy, Member of the House of Commons for the Electoral District of Shelburne and Queens, to the position of Parliamentary Secretary of the Department of Militia and Defence, during the continuance of the present war.

P.C. 2651, dated the 28th day of October, 1916, respecting the establishment of a ministry in London charged with the administration of the overseas forces of Canada, and the direction and control of the expenditures abroad in connection therewith.

P.C. 2656, dated the 31st day of October, 1916, respecting the appointment of Honourable Sir George Halsey Perley, to the position of Minister of Overseas Military Forces from Canada in the United Kingdom. Presented by Sir Robert Borden, January 18, 1917.. .. ..*Printed for sessional papers only.*

42. Papers relating to the Imperial War Conference, 1917. Presented by Sir Robert Borden, January 22, 1917.. .. ..*Printed for sessional papers only.*

42*a*. Copy of a Parliamentary Paper (Cd. 8566), containing extracts from the Minutes of the Proceedings of the Imperial War Conference, 1917, and Papers laid before the Conference. Presented by Sir Robert Borden, June 15, 1917.

Printed for distribution and sessional papers.

43. Copies of Orders in Council, as follows:—

P.C. 64-15-25, dated the 29th June, 1916, authorizing the superannuation of Mr. Silas Blair Kent, a clerk in Sub-division "B" of the First Division, employed as chief fishing bounty officer of the Naval Service Department.

P.C. 3192, dated 30th December, 1916, Regulations governing the payment of Separation Allowance in the Royal Canadian Navy and Royal Naval Canadian Volunteer Reserve.

P.C. 3108, dated 19th September, 1916, Regulations governing payment of "Command Money" to officers on "Special Service," etc., in the Royal Canadian Navy.

P.C. 2942, dated 29th November, 1916, Regulations governing payment of "Hardlying Money" in the Royal Canadian Navy.

P.C. 2442, dated 11th October, 1916, Amendment to Order in Council P.C. 1334, dated 3rd June, 1916, establishing Rates of Pensions for the Military and Naval Forces of Canada.

P.C. 2130, dated 9th September, 1916, Regulations for enrolment of men in the Royal Canadian Volunteer Reserve for service in the Royal Navy.

P.C. 1939, dated 18th August, 1916, Order made under War Measures Act, 1914, to reduce risk of persons of enemy nationality landing in Canada under guise of neutrals. Presented by Hon. Mr. Hazen, January 22, 1917... .. ..*Not printed.*

43*a*. Copy of extract from Order in Council No. P.C. 942, dated 5th April, 1917, with reference to Regulations governing the Payment of Separation Allowance in the Royal Canadian Navy. Presented by Hon. Mr. Hazen, June 11, 1917.. .. ..*Not printed.*

43*b*. Copy of extract from Order in Council No. P.C. 1397, dated 21st May, 1917: Rules and Regulations to apply to persons who are employed in or who are in or in the vicinity of any store, wharf, etc., in or upon which any ammunition, etc., is handled. Presented by Hon. Mr. Hazen, June 14, 1917... .. ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

43*c*. Copy of Extract from Order in Council No. P.C. 1576, dated 11th June, 1917: Regulations instituting the rank of Chief Skipper and Skipper in the Royal Canadian Navy. Presented by Hon. Mr. Hazen, June 20, 1917.. .. ..*Not printed.*

43*d*. Copy of Order in Council, P.C. 69/1774, dated 28th June, 1917, containing Regulations for the Payment of Specialist Allowance to R.N.C.V.R. and R.N.C.V.R. Overseas Division. Presented by Hon. Mr. Hazen, July 9, 1917.. .. ..*Not printed.*

43*e*. Copy Extract from Order in Council, P.C. No. 1783, dated 29th June, 1917:—Rules and Regulations governing the issue of Pay, Allowances and Pensions, Department of the Naval Service—Copy Extract from Order in Council, P.C. No. 1871, dated 6th July, 1917; —Amendment to the Regulations for the payment of Separation Allowance to the dependents of those on Active Service under the Naval Service Department. Presented by Sir James Lougheed, July 12, 1917. (Senate)... .. ..*Not printed.*

43*f*. Extract from Order in Council, P.C. 1993 of the 17th July, 1917: Scale of Subsistence Allowances to Officers and men of the Naval Service when travelling on duty.—And also,—Extract from Order in Council, P.C. 1994 of the 17th July, 1917: Scale of Allowances in lieu of lodging, provisions, fuel and light, for Officers and men of the Naval Service. Presented by Hon. Mr. Hazen, August 6, 1917.. .. ..*Not printed.*

43*g*. Extract from Order in Council, P.C. 2105, dated 9th August, 1917: Amendments to regulations for the issue of pay, allowances and pensions to officers, warrant officers and men invalided, etc., from the Naval Service. Presented by Hon. Mr. Hazen, August 27, 1917... .. ..*Not printed.*

43*h*. Extract from Order in Council ("Defence of Canada Order"), P.C. No. 2277, dated the 17th August, 1917:—Amendments respecting Naval Service. The Senate..*Not printed.*

43*i*. Extract from Order in Council, No. P.C. 2433, dated 1st September, 1917:—Regulations *re* Pay and Allowances to Officers and Men after discharge from the Canadian Naval Service. The Senate.. .. ..*Not printed.*

44. Correspondence relating to the withdrawal of the Ross Rifle from the Canadian Army Corps. Presented by Sir Robert Borden, January 22, 1917.
Printed for sessional papers only.

45. Report of the War Purchasing Commission, covering period from its appointment on May 8, 1915, to December 31, 1916. Presented by Hon. Mr. Kemp, January 23, 1917.
Not printed.

46. Copies of Orders in Council respecting the establishment of a National Service Board of Canada, and appointments thereto, under the provisions of the War Measures Act, 1914. Presented by Sir Robert Borden, January 23, 1917.
Printed for sessional papers only.

47. Copy of Agreement between His Majesty the King and The Acadia Coal Company, Ltd., concerning the lease of the Vale Railway. Presented by Hon. Mr. Cochrane, January 23, 1917... .. ..*Not printed.*

48. Copy of Agreement between His Majesty the King and The Quebec and Saguenay Railway Co., The Quebec Railway Light, and Power Co. The Lotbinière and Megantic Railway Co., and The Quebec Railway Light Heat and Power Co., respecting the acquisition by the Government of the said railways. Presented by Hon. Mr. Cochrane, January 23, 1917.. .. ..*Not printed.*

48*a*. Return to an Order of the House, of the 23rd April, 1917, for a copy of all proceedings in the Exchequer Court of Canada, and judgment of Mr. Justice Cassels concerning the reference of the Quebec and Saguenay Railway, the Quebec and Montmorency Railway and the Lotbinière and Megantic Railway. Presented June 21, 1917. Mr. Lemieux.
Not printed.

CONTENTS OF VOLUME 21—*Continued.*

48b. Return to an Order of the House, of the 14th May, 1917, for a copy of the judgment delivered by Mr. Justice Cassels on the 24th day of January, 1917, in the matter of fixing the price to be paid by the Government for the Quebec, Montmorency and Charlevoix Railway, the Quebec and Saguenay Railway, and the Lotbinière and Megantic Railway, under the statute of last session, Chapter 22, 6-7 George V. Presented June 27, 1917. Mr. Graham.. .. ..*Not printed.*

49. Statement of Governor General's Warrants issued since the last Session of Parliament on account of 1916-17. Presented by Sir Thomas White, January 25, 1917.
Not printed.

49a. Statement of Governor General's Warrants issued since the adjournment of Parliament on February 7, 1917. Presented by Sir Thomas White, April 24, 1917..*Not Printed.*

50. Copy of Amendments to the Radiotelegraph Regulations since the 1st August, 1914. Presented by Hon. Mr. Hazen, January 25, 1917... .. ..*Not printed.*

50a. Copy of Amendment to subsection (*d*) of section 104 of the Radiotelegraph Regulations; Operation of ship stations within a Canadian harbour. Presented by Hon. Mr. Hazen, January 29, 1917.. .. .. *Not printed.*

50b. Copy of Amendment to Radiotelegraph Regulations issued by the Minister of the Naval Service, under Section 11, Chapter 43, of the Radiotelegraph Act, 3-4 George V. Presented by Hon. Mr. Hazen, April 19, 1917.. .. ..*Not printed.*

51. Statement of Expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st April, 1916, to the 18th January, 1917, in accordance with the Appropriation Act of 1916. Presented by Sir Thomas White, January 25, 1917... .. ..*Not printed.*

52. Statement of Temporary Loans issued since April 1, 1916, to 18th January, 1917. Presented by Sir Thomas White, January 25, 1917... .. ..*Not printed.*

53. Report and Statement of Receipts and Expenditures of the Ottawa Improvement Commission to March 31, 1916. Presented by Sir Thomas White, January 25, 1917.
Not printed.

54. Statement of the Receipts and Expenditures of the Royal Society of Canada, for the year ended April 30, 1916. Presented by Sir Thomas White, January 25, 1917...*Not printed.*

55. Statement of Receipts and Expenditures of the National Battlefields Commission to 31st March, 1916. Presented by Sir Thomas White, January 25, 1917.. ..*Not printed.*

56. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ending 31st December, 1916, showing name, rank, salary, service allowance and cause of retirement of each person superannuated or retired, also whether vacancy has been filled by promotion, or by appointment, and the salary of any new appointee. Presented by Sir Thomas White, January 25, 1917... .. ..*Not printed.*

57. Statement in pursuance of Section 17 of the Civil Service Insurance Act, for the year ending March 31, 1916. Presented by Sir Thomas White, January 25, 1917.
Not printed.

58. Regulations under "The Destructive Insect and Pest Act," pursuant to Section 9, Chapter 31 of 9-10 Edward VII. Presented by Hon. Mr. Burrell, January 26, 1917.
Not printed.

59. Account of the average number of men employed on the Dominion Police Force during each month of the year 1916, and of their pay and travelling expenses, pursuant to Chapter 92, Section 6, Subsection 2, of the Revised Statutes of Canada. Presented by Hon. Mr Doherty, January 26, 1917... .. ..*Not printed.*

60. Copy of the evidence taken before the Hon. Sir Charles Davidson, Kt., Commissioner appointed to inquire into the purchase by and on behalf of the Government of the Dominion of Canada, of Arms, Munitions, Implements, Materials, Horses, Supplies, and other things for the purpose of the present war, and as to the expenditures and payments made or agreed to be made therefor; together with the Report of the said Commissioner concerning the sale of Small Arms Ammunition; purchase of Submarines, and Military Cloth (Auburn Woollen Mills Co.). Presented by Hon. Mr Meighen, January 30, 1917.. .. ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

61. Report submitted by the officer in charge of the Canadian Records Office, London, Eng., to The Right Honourable Sir Robert Borden, G.C.M.G., M.P., Prime Minister of Canada, on the work of the Canadian War Records Office since the date of its foundation to the 11th January, 1917. Presented by Sir Robert Borden, January 31, 1917.
Not printed.

62. Annual Return respecting Trade Unions under Chapter 125, R.S.C., 1906. Presented by Hon. Mr. Patenaude, January 31, 1917.. .. ..*Not printed.*

63. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (22nd January, 1916) submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Blondin, January 31, 1917... ..*Not printed.*

64. Return of Orders in Council which have been published in the *Canada Gazette*, between the 1st January, 1916, and the 31st December, 1916, in accordance with the provisions of Section 5 of "The Dominion Lands Survey Act," Chapter 21, 7-8 Edward VII. Presented by Hon. Mr. Roche, February 1, 1917.. .. ..*Not printed.*

65. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st January, 1916, and the 31st December, 1916, in accordance with the provisions of "The Forest Reserves and Park Act," Section 19, of Chapter 10, 1-2 George V. Presented by Hon. Mr. Roche, February 1, 1917.. .. ..*Not printed.*

66. Return of Orders in Council which have been published in the *Canada Gazette*, between the 1st January, 1916, and the 31st December, 1916, in accordance with the provisions of Chapter 47, 2 George V, entitled "The Railway Belt Water Act." Presented by Hon. Mr. Roche, February 1, 1917... .. ..*Not printed.*

67. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st January, 1916, and the 31st December, 1916, in accordance with provisions of Subsection (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia. Presented by Hon. Mr. Roche, February 1, 1917.. .. ..*Not printed.*

68. Return showing all lands sold by the Canadian Pacific Railway Company during the year, from the 1st October, 1915, to 30th September, 1916, together with the names of the purchasers, in accordance with the Statutes of Canada, 1886, Chapter 9, Section 8. Presented by Hon. Mr. Roche, February 1, 1917.. .. ..*Not printed.*

69. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st January, 1916, and the 31st December, 1916, in accordance with the provisions of Section 77 of "The Dominion Lands Act," Chapter 20, 7-8 Edward VII. Presented by Hon. Mr. Roche, February 1, 1917.. .. ..*Not printed.*

70. Certified copies of Reports of the Committee of the Privy Council, approved by His Excellency the Governor General on the 29th November, 1916, giving authority for the cancellation on and from the 1st January, 1917, of the agreements between the Government of Canada and the Governments of Manitoba, Saskatchewan and Alberta, respectively, respecting the services of the Royal North West Mounted Police in those provinces. Presented by Sir Robert Borden, February 1, 1917.
Printed for sessional papers only

70*a*. Return to an Address to His Excellency the Governor General, of the 31st January, 1917, for a copy of all documents, letters, messages, correspondence, etc., respecting the termination of the agreements between the Government of Canada and the Governments of the Provinces of Saskatchewan and Alberta in reference to the Royal North West Mounted Police. Presented June 1, 1917. Mr. McCraney.. .. .. ..*Not printed.*

71. Return to an Order of the House, of the 20th March, 1916, for a copy of all telegrams, letters and correspondence concerning the appointment of Mr. Alfred Gravel, Harbour Commissioner of Quebec, and concerning all other candidates for the position of Commissioner on the Harbour Board of Quebec, to represent the South Shore. Presented February 2, 1917. Mr. Bourassa... .. ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

72. Return to an Address to His Royal Highness the Governor General, of the 2nd February, 1914, for a copy of all Orders in Council, correspondence, petitions, telegrams and other papers or documents bearing date between the years 1885 and 1914 in any way relating to the prohibition of the export of Sockeye Salmon from the Province of British Columbia. Presented February 2, 1917.—*Mr. Sinclair*.. .. ..*Not printed.*

73. Seventh Annual Report of the Commission of Conservation for the fiscal year ending March 31, 1916. Presented by Hon. Mr. Hazen, February 5, 1917.. .. ..*Not printed.*

74. Copy of correspondence between Sir Robert Borden and Sir Wilfrid Laurier respecting proposals for the extension of the term of Parliament, November 3, 1915, to January 3, 1917. Presented by Sir Robert Borden, May 23, 1917.
Printed for sessional papers only.

75. Detailed Statement of Customs Duties and the Refund thereof, under Section 92, Consolidated Revenue Act, for the year ended March 31, 1916. (Senate)... ..*Not printed.*

75a. Detailed Statement of all Remissions and Refunds of the Tolls or duties for the fiscal year ending March 31, 1916.—Also,—Supplementary statement of the Remissions and Refunds of Tolls and Duties from the Department of Marine and Fisheries. Presented by Hon. Mr. Patenaude, April 19, 1917.. .. .. *Not printed.*

76. Ordinances of the Yukon Territory, passed by the Yukon Council in 1916. (Senate).
Not printed.

76a. Return of Orders in Council passed under the provisions of Section 18, of Chapter 63, Revised Statutes of Canada, "An Act to provide for the Government of the Yukon Territory." Presented by Hon. Mr. Patenaude, April 19, 1917.. .. ..*Not printed.*

76b Return of Orders in Council passed in the year 1917, under the provisions of Section 18, of Chapter 63, Revised Statutes of Canada, "An Act to provide for the Government of the Yukon Territory." Presented by Hon. Mr. Sevigny, July 5, 1917.
Not printed.

77. Copy of extract from Order in Council No. P.C. 43/263, dated 27th January, 1917, authorizing Regulations governing the payment of Allowance for the Accountant Officers in the Royal Canadian Navy of Receiving Ships and Depot Ships, in accordance with the provisions of Secton 47, Chapter 43, 9-10 Edward VII. Presented by Hon. Mr. Hazen, February 6, 1917.. .. ..*Not printed.*

78. Return to an Order of the House of the 31st January, 1917, for a copy of all correspondence respecting the appointment of a Commission to investigate the financial and economic condition of Canadian railways, showing the names of the Commissioners, the rate of their remuneration, along with the names of the secretaries and engineers appointed by them, or by the Commission, and the rate of their remuneration. Presented February 6, 1917.—*Sir Wilfrid Laurier*.. .. ..*Not printed.*

79. Return to an Order of the House of the 31st January, 1917, for a copy of all papers, letters, telegrams and other documents relative to the removal of Mr. H. D. McKenzie as mechanical foreman at Stellarton on the Canadian Government Railways, and the appointment of his successor. Presented February 6, 1917.—*Mr. Macdonald.*
Not printed.

80. Return to an Order of the House of the 31st January, 1917, for a return showing the quantity of freight carried over the Grand Trunk Pacific Railway between Lévis and Moncton since that portion of said railway has been operated by the Canadian Government Railways System. Presented February 6, 1917.—*Mr. Copp*.. .. ..*Not printed.*

81. Return to an Order of the House of the 12th April, 1916, for a Return showing:—1. How many clerks there are in the Interior Department who belong to and are paid from the outside service vote and who work in the inside service? 2. The names of said clerks? 3. Salary paid to each? 4. How long each has been in the service of the Department? 5. If all or any of these clerks have passed any examination. If so, what examination and on what date or dates? Presented February 6, 1917.—*Mr. Turriff*.. ..*Not printed*

CONTENTS OF VOLUME 21—*Continued.*

82. Return to an Order of the House of the 15th March, 1916, for a copy of all correspondence between the Government and the Provinces, regarding increased co-operation in the promotion of immigration and land settlement, commencing with a letter of the Minister of the Interior to the Provincial Prime Ministers, in November, 1911. Presented February 6, 1917.—*Sir Wilfrid Laurier*... .. ..*Not printed.*

83. Return to an Order of the House of the 27th March, 1916, for a Return showing:—1. The names and salaries of the persons employed in the Immigration Service in the City of Montreal; their respective salaries when appointed and what they receive at the present time? 2. Which of such employees are given travelling or other expenses, and how much has been been paid to each on that account since their respective appointments. Presented February 6, 1917.—*Mr. Lachance*.. .. ..*Not printed.*

84. Return to an Order of the House of the 31st January, 1917, for a return showing the quantities of timber cut, and the sum paid therefor, to date, under the lease or sale of timber made by the Indian Department to Mr. Arthur Webber from lands situated near Ship Harbour Lake, Halifax County, together with the name or names of all surveyors of the timber cut from the said Indian lands under the above-mentioned sale or lease, and copies of all reports made in connection therewith by said surveyors. Presented February 6, 1917.—*Mr. McLean (Halifax)*... .. ..*Not printed.*

85. A copy of the Special Report made by the Royal Commission on Indian Affairs on the Kitsilano Indian Reserve, together with the Order in Council passed on the 28th March, 1916, and all other papers and correspondence relating to the Report. (Senate). *Not printed.*

86. Return to an Address to His Excellency the Governor General, of the 31st January, 1917, for a copy of all correspondence exchanged between the Dominion Government and the Provincial Governments inviting them to a conference on the subject of making provisions for returned soldiers, including a copy of the proceedings of the conference which took place on the 10th of January at Ottawa on the same subject. Presented February 7, 1917.—*Sir Wilfrid Laurier* .. ..*Printed for sessional papers only.*

87. Return to an Order of the House, of the 31st January, 1917, for a copy of all correspondence between any Member of the Government and Sir Thomas Tait referring to his appointment to, and resignation from, the National Service Board. Presented February 7, 1917.—*Mr. Graham*.. .. ..*Printed for sessional papers only.*

87*a*. Return to an Order of the House of the 31st January, 1917, for a copy of all correspondence between Mr. Murray, Secretary of the Manufacturers' Association, and any Member of the Government, or Sir Thomas Tait, as head of the National Service Board, concerning his suggested appointment as Secretary of the National Service Board. Presented June 1, 1917.—*Mr. Graham*.. .. ..*Not printed.*

88. Correspondence between the Prime Minister and the Leader of the Opposition concerning the formation of a Parliamentary National Service Commission. Presented by Sir Robert Borden, February 7, 1917... .. ..*Printed for sessional papers only.*

89. Return to an Order of the House, of the 5th February, 1917, for a copy of all petitions, letters, telegrams, reports and other documents relative to the closing of the Canard and Splitlog Post Office and the opening of Loiselleville Post Office, in the County of Essex, together with a copy of all petitions and documents relative to the establishment of rural mail routes from the Loiselleville Post Office. Presented February 7, 1917.—*Mr. Wilcox*.. .. ..*Not printed.*

90. Report on the Canadian Army Medical Service, by Colonel Herbert A. Bruce, Special Inspector General, Medical Services, Canadian Expeditionary Force, dated at London, England, 20th September, 1916. Presented by Sir Robert Borden, February 7, 1917. *Not printed*

90*a*. Report on the Canadian Army Medical Service, by a Board of Officers, presided over by Surgeon-General Sir William Babtie, K.C.M.G., C.B., V.C., dated at London, England, December 22, 1916. Presented by Sir Robert Borden, February 7, 1917..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

90*b*. Copy of Interim Report of the Surgeon-General G. C. Jones, Director Medical Services, Canadians, in reply to the Report on the Canadian Army Medical Service by Colonel Herbert A. Bruce, Special Inspector-General, Medical Services, Canadian Expeditionary Force, dated London, September 28, 1916. Presented by Sir Edward Kemp, May 31, 1917.. .. ..*Not printed.*

91. Return to an Order of the House, of the 7th February, 1917, for a copy of all letters, telegrams, papers and other documents relative to the closing of the Marine Agency at Pictou last autumn, and as to the re-opening of said agency. Presented April 19, 1917. —*Mr. Macdonald*.. .. ..*Not printed.*

92. Return to an Order of the House of the 5th February, 1917, for a Return showing:—1. The number of horses that have been bought in Canada for war purposes in each of the years 1914, 1915 and 1916, respectively, (*a*) for the Canadian Army; (*b*) for Britain; and (*c*) for France and our other Allies. 2. The amount paid for the horses in each of the years for the different countries mentioned. Presented April 19, 1917.—*Mr. Edwards*.. .. ..*Not printed.*

93. Return to an Order of the House of the 31st January, 1917, for a Return showing:—1. The names, home addresses and former occupations of all censors, decoders or other employees of the Government in the different cable stations in Nova Scotia during the calendar year 1916. 2. The name of the person who recommended each of the said censors, decoders or employees. 3. What salary was paid to each of said persons for the calendar year 1916. Presented April 19, 1917.—*Mr. Sinclair*.. ..*Not printed.*

94. Copies of General Orders promulgated to the Militia for the period between December 30, 1915, and February 8, 1917. Presented by Sir Edward Kemp, April 19, 1917. *Not printed.*

95. Return to an Order of the House of the 11th March, 1915, for a copy of all charges, correspondence, letters, telegrams and other documents relative to the dismissal of Frank Dunlop, of Graves Point, at Sydney Mines, in the riding of North Cape Breton and Victoria, N.S., and the expenses of such investigation in detail. Presented April 19, 1917.—*Mr. McKenzie*.. .. ..*Not printed.*

96. Return to an Order of the House of the 3rd April, 1916, for a Return showing:—1. The names of the staff in the office of the High Commissioner for Canada in London? 2. Whether any of these officials are natives of Canada. If so which ones? 3. Whether it is true, as alleged, that Canada is the only British Dominion which employs none of its natives in its High Commissioner's Office. Presented April 19, 1917.—*Mr. Proulx.* *Not printed.*

97. Return to an Address to His Royal Highness the Governor General, of the 22nd February, 1915, for a copy of all Orders in Council, memoranda, correspondence or other documents in the possession of the Government, or any Department thereof, relating to the trade in dried fish and wines between Portugal and Canada. Presented April 19, 1917.— *Mr Sinclair*.. .. ..*Not printed.*

98. Return to an Order of the House of the 31st January, 1917, for a tabulated statement showing the number of divorces granted by the Parliament of Canada since 1867. Presented April 19, 1917.—*Mr. Lemieux*.. .. ..*Not printed.*

99. Return to an Order of the House of the 3rd February, 1916, for a copy of all letters, telegrams and other documents, including tenders, relating to the mail contract from Tatamagouche to New Annan and Tatamagouche Mountain, in the County of Colchester. Presented April 19, 1917.—*Mr. Macdonald*.. .. ..*Not printed.*

100. Copy of new Rule in substitution of Rule 236 of the General Rules and Orders now in force regulating the practice and procedure in the Exchequer Court of Canada, made on the 16th day of February, 1917. Presented by Hon. Mr. Patenaude, April 19, 1917. *Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

100a. Copy of Rule 200 of the General Rules and Orders now in force regulating the practice and procedure in the Exchequer Court of Canada; also, Copy of General Order respecting fees and costs in the Exchequer Court in the exercise of its jurisdicton as a Court of Admiralty. Presented by Hon. Mr. Patenaude, May 3, 1917.....*Not printed.*

101. Return to an Order of the House of the 5th February, 1917, for a return showing a list of all persons employed during the year 1916 in the round-house of the Canadian Government Railways at Pirate Harbour, N.S., as brakemen, telegraphers, cleaners and labourers, showing the dates of their appointments and length of time employed respectively, and also the monthly rate of wages paid to each of said employees. Presented April 19, 1917.—*Mr. Sinclair*.. .. .. .

CONTENTS OF VOLUME 21—*Continued.*

Forces or the Militia Forces of Canada since the present war was declared. 2. Whether these Members or any of them were, or are in receipt of pay from the Militia Department and in receipt of their indemnity as Members at the same time. 3. Whether the wives of these Members, or any of them were, or are in receipt of separation allowance. Presented April 20, 1917.—*Mr. Hughes* (*Kings, P.E.I.*).. .. ..*Not printed.*

109*a*. Supplementary return to an Order of the House of the 19th April, 1917, for a return showing:—1. The names of the Members of Parliament who now belong, or who did belong to the Overseas Forces or the Militia Forces of Canada since the present war was declared. 2. Whether these Members, or any of them were, or are in receipt of pay from the Militia Department and in receipt of their indemnity as Members at the same time. 3. Whether the wives of these Members, or any of them were, or are in receipt of separation allowance. Presented April 24, 1917.—*Mr. Hughes* (*Kings, P.E.I.*).. ..*Not printed.*

109*b*. Return to an Order of the House of the 25th April, 1917, for a return showing:—1. How many Members of the House of Commons are serving or have served in the Canadian Army. 2. The names of each of said Members, the date of appointment, and rank. 3. The names of those Members who have resigned or have withdrawn from military service and the date of withdrawal or resignation. 4. How much has been paid to each for military salary, expenses and separation allowance to wife or relatives, respectively. Presented May 31, 1917.—*Mr. Turriff*.. .. ..*Not printed.*

109*c*. Corrected copy of a return to an Order of the House of the 25th April, 1917, for a return showing:—1. How many Members of the House of Commons are serving or have served in the Canadian Army. 2. The names of each of said Members, the date of appointment, and rank. 3. The names of those Members who have resigned or have withdrawn from military service and the date of withdrawal or resignation. 4. How much has been paid to each for military service, expenses and separation allowance to wife or relatives, respectively. Presented June 14, 1917.—*Mr. Turriff*.. .. ..*Not printed.*

110. Return to an Order of the House of the 19th April, 1917, for a return showing:—1. What amounts have been given to the Canadian Patriotic Fund to December 31, 1916, and what amounts have been promised for 1917, by the different counties, towns and cities in each of the different provinces. 2. The names of the different counties, towns and cities, and the respective amounts subscribed and promised by each. 3. What counties, cities and towns in each province, if any, have not contributed any amount to the said fund up to the present time. Presented April 24, 1917.—*Mr. Edwards*.. ..*Not printed.*

110*a*. Return to an Order of the House of the 19th April, 1917, for a return showing:—1. How much money has been subscribed and voted to the Canadian Patriotic Fund by each of the different provinces to December 31, 1916. 2. How much money has been paid to the Canadian Patriotic Fund by each of the different provinces during the same time. 3. How much money has been promised by county, township, city or other grants by each province for the year 1917. 4. How many persons in each province have received assistance from the Canadian Patriotic Fund to December 31, 1916. 5. The total amount so expended in each province. Presented April 24, 1917.—*Mr. Edwards*.. ..*Not printed.*

111 Copy of Order in Council P.C. 802, dated 23rd March, 1917, in respect to taking over of the Ross Rifle Factory by the Government of Canada. Presented by Sir Edward Kemp, April 24, 1917.. .. ..*Not printed.*

112. Return to an Order of the House of the 31st January, 1917, for a copy of all documents, letters, telegrams and other correspondence in the Department of the Interior, relating to grazing leases numbers 2785, 2803, 2843, 3701, 3998, 4603, 5566, 6220 and 6221. Presented April 25, 1917.—*Mr. Steele*.. .. ..*Not printed.*

113. Memorandum from the Superintendent of Immigration respecting the advertising by the Canadian Government in United States newspapers for farm hands to work in Canada; together with a copy of the advertisements and instructions concerning the same. Presented by Hon. Mr. Roche, April 25, 1917.. .. ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

114. Copies of Orders in Council:—

P.C. 341, dated the 7th day of February, 1917, respecting the exportation of newsprint paper in sheets or rolls by license only under regulations by the Minister of Customs.

P.C. 445, dated the 17th day of February, 1917, containing orders and regulations respecting the price, sale, control, distribution, transport, etc., of newsprint paper in sheets or rolls.

P.C. 1059, dated the 16th day of April, 1917, empowering the Minister of Customs to fix the quantity and price of newsprint paper furnished or to be furnished to the publishers in Canada by the manufacturers; and controlling the distribution and delivery of the same.

P.C. 1060, dated the 16th day of April, appointing R. A. Pringle a commissioner to conduct an inquiry into and concerning the manufacture, sale, price and supply of newsprint paper within the Dominion of Canada. Presented by Sir Thomas White, April 26, 1917.. .. .. .

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and all other persons, concerning either the construction or repairing or purchase of the wharves at the following places: Ile Perrot Sud, the Church in the Village of Ile Perrot, the Village of Vaudreuil, Pointe Cavagnal, Hudson, Rigaud, Graham, Pointe Fortune, and Ile Perrot Nord. Also, a copy of all specifications and reports already brought down at my request in relation to the documents prior to and since 1904, and a statement of the amounts that have been paid for such construction or repairs, and to whom they were paid. Presented April 30, 1917.—*Mr. Boyer*.. .. ..*Not printed.*

122a. Return to an Order of the House of the 16th February, 1916, for a copy of all letters, petitions, correspondence, telegrams and reports, exchanged between the Government, the engineers residing in the district, and all other persons, concerning the construction and repairing done to the wharves mentioned below, since 1904, and of all data and reports already produced at my request and relating to documents prior to 1904; also the amounts of money paid for such construction and repairing, and to whom paid:—The wharf at Ile Perrot North, South, and at the Church; of the Village of Vaudreuil; of Pointe Cavagnal; of Hudson; of Graham; of Rigaud, and of Pointe Fortune. Presented April 30, 1917.—*Mr. Boyer*.. .. ..*Not printed.*

122b. Return to an Order of the House of the 30th April, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports exchanged between the Government, the resident engineer and all other persons, concerning the construction and repairing done to the wharves at Ile Perrot North, South and at the Church; Village of Vaudreuil, Pointe Cavagnal, Hudson, Graham, Rigaud and Point Fortune since 1904. Also, a copy of all data and reports regarding above already produced at my request relating to documents prior to 1904, showing the amounts of money paid for such construction and repairing, and to whom paid. And also, return to an Order of the House of the 30th April, 1917, for a copy of all letters, petitions, correspondence and telegrams exchanged between the Government, the district engineer, and any other persons concerning either the construction, repairing or purchase of the wharves at Ile Perrot South, the Church in the Village of Ile Perrot, Village of Vaudreuil, Pointe Cavagnal, Hudson, Rigaud, Graham, Pointe Fortune and Ile Perrot North, since 1904. Also a copy of all specifications and reports already brought down at my request in relation to above prior to, and since 1904, giving a statement of the amounts that have been paid for such construction or repairs, showing to whom they were paid. Presented August 13, 1917.—*Mr. Boyer.*

Not printed.

123. Return to an Order of the House of the 19th April, 1916, for a copy of all letters, petitions, correspondence and telegrams exchanged between the Government, its resident engineer, and all other prsons, concerning the dredging work done at the following places:—Ste. Anne de Bellevue, Pointe Fortune, Ottawa River Channel between Ile au Foin and Ile à l'Aquin, Graham channel, Rigaud channel, Hudson Heights channel, Hudson, Como, Pointe Cavagnal, channel at Vaudreuil Village, Dorion Bay channel, Ile Perrot Church, Ile Perrot Sud Wharf, and Ile Perrot Nord Wharf. Also, a statement of the amounts paid to different persons, companies, etc., for such work, the dates, etc., and a copy of the estimates already brought down at my request, the whole since 1904. Presented April 30, 1917.—*Mr. Boyer*.. .. ..*Not printed.*

123a. Return to an Order of the House of the 16th February, 1916, for a copy of all letters, petitions, correspondence, telegrams and reports exchanged between the Government, the resident engineer of the district, and all other persons, concerning the dredging work done at the places below named, and the amount of money paid to divers, persons companies, etc., for such work, as well as the statements already presented at any request, the whole since 1904:—At the wharf of Ile Perrot, North, South and at the Church; in Dorion Bay channel; at Vaudreuil Village channel; at Pointe Cavagnal; at Como; at Hudson; at Hudson Heights channel; at Graham channel; in the Rigaud River channel; in the Ottawa river; Ile aux Poires channel; at Pointe Fortune, and at Ste-Anne de Bellevue channel. Presented April 30, 1917.—*Mr. Boyer*.. .. ..*Not printed.*

124. Return to an Order of the House of the 3rd May, 1916, for a copy of all letters, telegrams, bills, vouchers and memoranda in connection with the repairs to the wharf at Upper Tantallon, Halifax County, N.S., in 1915. Presented April 30, 1917.—*Mr. McLean (Halifax)* .. ..*Not printed.*

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125. Return to an Order of the House of the 3rd May, 1916, for a copy of all letters, telegrams, bills, vouchers and memoranda in connection with the repairs to the wharf at Shad Bay, Halifax County, N.S., in 1915. Presented April 30, 1917.—*Mr. McLean (Halifax)*.. .. .. .

CONTENTS OF VOLUME 21—*Continued.*

136. Return to an Order of the House of the 23rd April, 1917, for a return showing:—1. The names, former post office addresses, occupations and salaries paid to the censors and decoders in the employ of the Government at Hazel Hill and Canso during the year 1916. 2. How much has been expended in connection with this service at Canso and Hazel Hill since the first of August, 1914, up to the present date. 3. How much has been expended in connection with the said service in embracing all the stations in the province of Nova Scotia from August 1, 1914, up to the present date. Presented May 2, 1917.—*Mr. Sinclair*.. .. ..*Not printed.*

137. Return to an Order of the House of the 23rd April, 1917, for a copy of all contracts and agreements between Sir Charles Ross, his successors or assigns, and His Majesty the King, represented by the Minister of Militia and Defence, since and including the agreement between them dated the 27th day of March, A.D., 1902. Presented May 2, 1917. *Mr. Northrup*.. .. ..*Printed for Sessional Papers only.*

138. Return to an Order of the House of the 23rd April, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of Militia and Defence on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914. 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1914. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented May 2, 1917.—*Mr. Macdonald*.. .. ..*Not printed.*

138*a*. Return to an Order of the House of the 2nd May, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of Naval Affairs on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914. 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1911. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented May 16, 1917.—*Mr. Chisholm*.. .. ..*Not printed.*

138*b*. Return to an Order of the House of the 2nd May, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of Marine and Fisheries on the 10th day of October, 1911, and how many on the 31st day of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914. 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1911. 6. What was the gross amount paid by said Department for salaries and expenses of all

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permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented May 31, 1917.—*Mr. Sinclair*.. .. .. *Not printed.*

138*c*. Return to an Order of the House of the 9th May, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of External Affairs on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914, 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1911. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented June 1, 1917.—*Mr. Sinclair*.. .. .. *Not printed.*

138*d*. Return to an Order of the House of the 9th May, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of Justice on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914, 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1911. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented June 21, 1917.—*Mr. Sinclair*.. .. .. *Not printed.*

138*e*. Return to an Order of the House of the 14th May, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of Finance on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914, 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1911. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented June 29, 1912.—*M. Maclean (Halifax)*.. .. .. *Not printed.*

138*f*. Return to an Order of the House of the 2nd May 1917, for a return showing:—1. How many permanent civil servants and officials were in the employ of the Department of Indian Affairs on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed

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by said Department since 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914, 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1914. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented by Hon. Mr. Roche, July 10, 1917.—*Mr. Kyte*.. .. ..*Not printed.*

138*g*. Return to an Order of the House of the 23rd April, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of Agriculture on the 10th day of October, 1911, and how many on the 31st day of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914, 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1914. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented August 15, 1917.—*Mr. Hughes (P.E.I.)*.. .. ..*Not printed.*

138*h*. Return to an Order of the House of the 2nd May, 1917, for a return showing:—1. How many permanent civil servants or officials were in the employ of the Department of State and Mines on the 10th day of October, 1911, and how many on the 31st of March, 1917. 2. How many temporary civil servants and employees of all kinds were in the employ of the said Department on the 10th day of October, 1911, and how many on the 31st of March, 1917. 3. How many permanent civil servants or officials were appointed by said Department since the 1st of August, 1914. 4. How many temporary civil servants and employees were employed by said Department since August 1, 1914, 5. What was the gross amount paid by said Department for salaries and expenses to both permanent and temporary civil servants and employees for the fiscal year ending March 31, 1911. 6. What was the gross amount paid by said Department for salaries and expenses of all permanent and temporary civil servants and employees for the fiscal year ending March 31, 1917. 7. How many civil servants were appointed by said Department since October 10, 1911, under the provisions of Section 21 of the Civil Service Act. Presented August 21, 1917.—*Mr. McKenzie*.. .. ..*Not printed.*

139. Return to an address to His Excellency the Governor General of the 23rd April, 1917, for a copy of the Order in Council and all other papers in connection with the awarding of the contract to J. C. Shields and others, or to the Inland Express Company for carrying the mails from Ashcroft to Fort George, B.C. Presented May 2, 1917.—*Mr. Turriff*.. .. ..*Not printed.*

140. Return to an Address to His Excellency the Governor General of the 31st January, 1917, for a copy of all correspondence exchanged with the Governement of the Province of Manitoba concerning a statute passed by the Legislature of Manitoba at its last session, entitled, "An Act to amend the Jury Act"; together with copies of all Orders in Council respecting same. Presented May 3, 1917.—*Sir Wilfrid Laurier*.. *Not printed*

141. Return to an Order of the House of the 7th February, 1917, for a return showing:—1. The number of interned aliens, and nationality of each, employed on public works since the 4th August, 1914. 2. The number employed in industrial work in the provinces of Canada, and the nationality of each, since the 1st of August, 1914. 3. The number so employed at the present time. Presented May 3, 1917.—*Mr. Kyte*.. .. .. ..*Not printed.*

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142. Return to an Order of the House of the 2nd May, 1917, for a copy of the report of the Royal Commission appointed by Order in Council, 20th September, 1916, to inquire into and report upon the conditions in regard to the delivery of cargoes of coal to coasting vessels in the Maritime Provinces. Presented May 7, 1917.—*Mr. Hughes (Kings, P.E.I.)*.. .. ..*Not printed.*

143. Return to an Order of the House of the 31st January, 1917, for a return showing:—1. How many applicants for enlistment in the Canadian Overseas Forces have been rejected on account of being physically unfit. 2. How many have been discharged after enlistment for the same reason. Presented May 7, 1917.—*Mr. Steele*.. ..*Not printed.*

143*a*. Return to an Order of the House of the 30th April, 1917, for a return showing:—1. How many Americans have enrolled in Canadian Regiments since the commencement of the war. 2. How many natives of the British Isles are so enrolled in Canada since the 1st of August, 1914. Presented July 31, 1917.—*Mr. Boulay*.. .. ..*Not printed.*

143*b*. Return to an Order of the House of the 31st January, 1917, for a return showing:—1. How many men have enlisted in Canada for overseas service. 2. How many of these have been subsequently discharged as unfit. 3. How many of these were discharged in Canada, and how many overseas. Presented May 7, 1917.—*Mr. Graham*..*Not printed.*

143*c*. Return to an Order of the House of the 14th May, 1917, for a return showing:—1. Whether the Minister of Militia or any of the authorities of the Militia Department has official statistics as to the recruiting of soldiers in Canada for overseas service. 2. If so, what the correct figures are of enlistments in the different overseas regiments raised since August, 1914, to date (*a*) Canadian speaking the French language; (*b*) Canadians speaking the English language and born in Canada; (*c*) British subjects by birth born outside of Canada; (*d*) British subjects by naturalization; (*c*) British subjects by birth born outside of Canada; (*d*) British subjects by naturalization; (*e*) French Canadian soldiers in regiments commanded by officers speaking the English language raised in the province of Quebec; and (*f*) French Canadian soldiers in battalions raised in the other provinces of Canada. Presented June 14, 1917.—*Mr. Lanctôt*.. .. ..*Not printed.*

143*d*. Copy of Census Statistics showing Summary of Strength of all Units of the Canadian Expeditionary Forces in England, period 14th May, 1917, together with statement showing number of Canadian troops in France, England, in the Near East, St. Lucia and in Canada, June, 1917. Presented by Sir Edward Kemp, June 15, 1917.. ..*Not printed.*

144. P.C. 2314, dated 7th October, 1916, appointing a Special Seed Commissioner and three assistants, with authority to purchase seed wheat to fill requisitions for seed from municipal governing bodies in districts that have suffered crop failure due to the prevalence of rust and frost. Also, P.C. 3073, dated 14th December, 1916, authorizing the Special Seed Commission to purchase seed oats and seed barley to fill requisitions for seed from municipal governing bodies and farmers' organizations in districts where there is no supply. Presented by Hon. Mr. Burrell, May 8, 1917.. .. .. ..*Not printed.*

145. Return to an Order of the House of the 1st February, 1917, for a copy of all communications, reports and documents concerning the alleged treatment of Thos. Kelly, a prisoner in the Stony Mountain Penitentiary. Presented May 9, 1917.—*Mr. Buchanan.* *Not printed.*

146. Copy of Order in Council, P.C. 1183, dated 28th April, 1917, authorizing the granting, at the request of His Majesty's Government in England, of a further 300 miles of rails for use in France in connection with the war. Presented by Hon. Mr. Meighen, May 10, 1917.. .. ..*Not printed.*

146*a*. Return to an Order of the House of the 13th June, 1917, for a return showing:—1. Between what points on the Canadian Northern Railway Line west of Edmonton the rails are to be taken up to be placed on the Grand Trunk Pacific Line. 2. Between what points on the Grand Trunk Pacific Line west of Edmonton the rails of the Grand Trunk are to be replaced by rails of the Canadian Northern Railway. Presented June 14, 1917.—*Mr. Oliver*.. .. ..*Not printed.*

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146b. Tabulated statement showing list of points on the Eastern Division of the National Transcontinental Railway from which rails were lifted for shipment overseas to France, mileage lifted at each point and replaced with rails from Intercolonial Railway (together with a map accompanying same). Presented by Hon. Mr. Cochrane, June 21, 1917.. .. .. .

CONTENTS OF VOLUME 21—*Continued.*

156. Return to an Order of the House, of the 22nd March, 1916, for a Return showing:—1. The number of conductors, brakemen, drivers and firemen, respectively, who were on duty on the Canadian Government Railways between Moncton and Campbellton during the month of February, 1916. 2. The number of hours each of the above mentioned trainmen and enginemen were on duty each trip between said points during said month of February, 1916. Presented May 21, 1917.—*Mr. Copp*.. .. ..*Not printed.*

157. Report of Exchequer Court proceedings under Section 49A of the Indian Act, in respect to the removal of the Indians from Sydney Reserve, Nova Scotia. Presented by Hon. Mr. Roche, May 22, 1917.. .. ..*Not printed*

158. Report of the work of the Military Hospitals Commission from its inception to the present date. Presented by Sir Robert Borden, May 23, 1917. .. ..*Not printed.*

159. Copy of correspondence between Members of the Government and the Canadian Manufacturers Association respecting the purchase of supplies for the Canadian Expeditionary Forces in England and at the Front. Presented by Sir Robert Borden, May 23, 1917.. .. ..*Not printed.*

160. Return to an Order of the House, of the 14th May, 1917, for a copy of the correspondence between the Prime Minister and the ex-Minister of Militia and Defence, which led to the latter's resignation or dismissal from the Government. Presented by Sir Robert Borden, May 23, 1917.—*Mr. Hughes (King's, P.E.I.)*.. .. ..*Not printed.*

161. Return to an humble Address of the Senate to His Excellency the Governor General, dated the 26th day of January, 1917, for a statement showing the date and object of all commissions instituted by the Government of the day, since its accession to power in 1911, up to the present date; the number of days during which each of these commissions sat, giving the names of the individuals who formed part of such commissions, and what was the cost of each to the country. *(Senate.)*.. .. .. ..*Not printed.*

161a. Part Return to an humble Address of the Senate, dated the 7th day of February, 1917, to His Excellency the Governor General, for:—A statement showing the date, the object and the personnel of all commissions instituted by the late Government from its accession to power in 1896, up to the accession to power of the present Government in 1911, the number of days during which each of these commissions set, and what was the cost of each to the country. *(Senate.)*.. .. ..*Not printed*

162. Order in Council P.C. 1433, dated 24th May, 1917, containing regulations concerning the departure out of Canada of male persons who are liable to or capable of national service of a military or other character. Presented by Hon. Mr. Roche, May 29, 1917. *Not printed.*

163. Return to an Address to His Excellency the Governor General, of the 23rd May, 1917, for a copy of the Order in Council, if any, providing that preference in appointments to the Civil Service should be given to returned soldiers. Presented May 29, 1917.—*Mr. Boulay*.. .. ..*Not printed.*

164. Return to an Order of the House, of the 3rd February, 1917, for a copy of all reports findings, evidence, memoranda, etc., in connection with the inquiry into the damages sustained by H.M.C.S. *Grilse* en route from Halifax to Bermuda. Presented May 30, 1917.—*Mr. Maclean (Halifax.)*.. .. ..*Not printed.*

165. Return to an Order of the House, of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports in any way referring to the dismissal or retirement of D. McDermid, Superintendent of Fish Hatchery at East Margaree, and the appointment of his successor. Presented May 30, 1917.—*Mr. Chisholm.* *Not printed.*

166. Return to an Order of the House, of the 25th April, 1917, for a copy of all letters, telegrams, reports and other papers and documents relative to the application of Willis Kelzer of Hall's Harbour, King's County, N.S., for a license to operate a fishing weir at Square Cove, King's County, N.S. Presented May 30, 1917.—*Mr. Maclean (Halifax.)* *Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

167. Return to an Address to His Excellency the Governor General, of the 23rd April, 1917, for a copy of all correspondence, memoranda, Orders in Council, etc., in reference to the dismissal of Moses H. Nickerson, as Inspector of Life-saving Stations in Nova Scotia Presented May 30, 1917.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

168. Copies of Pension Regulations with amendments and as amended to February 28, 1917, with copies of Orders in Council relating thereto. Presented by Sir Thomas White, May 30, 1917.. .. ..*Printed for sessional papers only.*

168a. Copy of Order in Council, P.C. 277, dated 30th January, 1917, regarding pensions of officers or their dependants in respect of the exchange of officers between the Government of Canada and the Imperial Government. Presented by Sir Edward Kemp, August 20, 1917.. .. ..*Not printed.*

169. Return to an Order of the House, of the 14th May, 1917, for a copy of all letters, correspondence, petitions, telegrams and reports between the Minister of Marine and Fisheries and any person or persons in any way referring to the removal of the salmon nets on that portion of the coast of Inverness extending east and west from the mouth of the Margaree River. Presented May 31, 1917.—*Mr. Chisholm*.. .. ..*Not printed.*

170. Return to an Order of the House, of the 2nd May, 1917, for a copy of the report of the Commission appointed to investigate the condition of the Military Hospital at Halfax, with a copy of the evidence taken by said Commission at Halifax and all other documents in the possession of the Department of Militia and Defence in connection with such investigation. Presented May 31, 1917.—*Mr. Sinclair*.. .. .. ..*Not printed.*

171. Return to an Order of the House, of the 7th May, 1917, for a return showing the amount paid or spent by the Department of Militia in advertising for recruits in Canada, showing the persons, firms and corporations to whom the payments were made, up to April 1, 1917. Presented May 31, 1917.—*Mr. Macdonald*.. .. ..*Not printed.*

172. Finding of the Court of Inquiry appointed by the Adjutant-General by Orders dated the 1st May, 1917, for the purpose of collecting and recording evidence in connection with the allegations contained in several newspapers that Troop Trains had been stoned passing through Rivière-du-Loup, Quebec, and other places, and for the purpose of collecting and recording any other evidence which, in the opinion of the Members of the Court, in any way relates to or has a bearing on this matter. Presented by Sir Edward Kemp, May 31, 1917.. .. ..*Not printed.*

173. Finding of the Court of Inquiry appointed by the Adjutant-General by Orders dated the 1st May, 1917, for the purpose of collecting and recording evidence in connection with the allegations contained in several newspapers accusing the citizens of Quebec of maltreating or allowing to be maltreated, soldiers returning from the War and passing through or sojourning in Quebec, and for the purpose of collecting and recording any other evidence which, in the opinion of the Members of the Court, in any way relates to or has a bearing on the matter. Presented by Sir Edward Kemp, May 31, 1917.. .. ..*Not printed.*

174. Return to an Order of the House, of the 7th May, 1917, for a copy of all accounts, letters, claims, correspondence and other documents relating to the following amounts mentioned in the Report of the Auditor General 1916, Vol. 11, page L—11:—Mr. Justice L. P. Pelletier, travelling expenses, $877; Mr. Justice L. N. Belleau, travelling expenses, $1,984.44; Mr. Justice T. H. Chauvin, travelling expenses, $1,421.25; Mr. Justice B. LeTellier, travelling expenses, $1,923.80. Presented May 31, 1917.—*Mr. Lanctot*. .. ..*Not printed.*

175. Return to an Order of the House, of the 30th May, 1917, for a Return showing:—1. The number of persons appointed to permanent position on the Canadian Government Railways from January 1, 1916, to March 31, 1917, who were not previously employed on the said Railways. 2. Their names, salaries and the positions to which they were appointed. Presented May 31, 1917—*Mr. Copp*.. .. ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

176. Return to an Order of the House, of the 12th February, 1915, for a Return showing how many persons of German nationality are employed in the several Departments of the Federal Government, in what capacity and the salaries received respectively. Presented June 1, 1917.—*Mr. Delisle*.. .. ..*Not printed.*

177. Return to an Order of the House, of the 1st May, 1916, for a copy of all correspondence and papers relating to the change in the location of the post office at Roseberg, Alberta. Presented June 1, 1917.—*Mr. Buchanan*.. .. ..*Not printed.*

178. Return to an Order of the House, of the 8th May, 1916, for a copy of all correspondence, letters and telegrams relating to the dismissal of Augustin D. Lauteigne as Postmaster of Island River, Gloucester County, N.B. Presented June 1, 1917.—*Mr. Turgeon.* *Not printed.*

179. Return to an Order of the House, of the 31st January, 1917, for a copy of all letters and telegrams in the Post Office Department in reference to the removal of Pearson's Post Office, Township of Casey, in the Constituency of Nipissing, from where it was located to its present location. Presented June 1, 1917.—*Mr. Turriff*.. ..*Not printed.*

180. Return to an Order of the House, of the 5th February, 1917, for a copy of all letters, reports, papers and other documents relative to the dismissal of John R. McIntosh as Postmaster of Cummings Mountain, Pictou County, and the appointment of James Cummings as his successor. Presented June 1, 1917.—*Mr. Macdonald*.. ..*Not printed.*

181. Return to an Order of the House, of the 2nd May, 1917, for a Return showing:—The gross amount paid by the Government since October, 1911, to H. P. Duchemin, of Sydney, N.B., for services and disbursements under the Public Inquiries Act, or otherwise. Presented June 1, 1917.—*Mr. Sinclair*.. .. ..*Not printed.*

182. Return to an Order of the House, of the 3rd February, 1917, for a copy of all correspondence, letters, telegrams and other documents concerning the cancelling by the Post Office Department of the rural mail contract granted to Hyppolite Lambert of St. Antoine, in the County of Lotbinière, Que. Presented June 1, 1917.—*Mr. Fortier.* *Not printed.*

183. Reports, pursuant to a Resolution of the House adopted on the 18th May, 1916, based on a recommendation of the Joint Committee of both Houses on Printing of Parliament, requesting information from the several Departments of Government with the view to effecting all possible economy in the matter of public printing and the distribution of public documents, and the extent, if any, to which such recommendations have been carried into effect. Presented by Hon. Mr. Patenaude, June 1, 1917.. ..*Not printed.*

184. Return to an Order of the House, of 21st May, 1917, for a copy of all correspondence, reports and recommendations, if any, from the Grain Commission to the Department of Trade and Commerce or any other Department of the Government at Ottawa, following a meeting of the Grain Commissioners held in Lethbridge this year. Presented June 1, 1917.—*Mr. Buchanan*.. .. ..*Not printed.*

185. Order in Council passed in conformity with provisions of 4-5 George V., Chapter 20, S-15 (C. N. Railway.)—(*The Senate*).. .. ..*Not printed.*

186. Return to an Order of the House, of the 3rd February, 1917, for a return showing the quantity and value of exports in following commodities for the first nine months of present fiscal year:—Horses; brass and manufacturers of same; wheat, breadstuffs; oats and grain other than wheat; automobiles, bicycles, motorcycles and parts of same, including engines and tires; railway cars and parts; chemicals; copper and manufactures of same; cotton manufactures; explosives; iron and steel and manufactures of same; firearms and munitions; leather and manufactures of same; meat and dairy products; alcohol; vegetables, dried and canned; lead; wearing apparel of all kinds; zinc and manufactures of same; paper and manufactures of same. Presented June 4, 1917.—*Mr. Maclean (Halifax)*... .. ..*Printed for sessional papers only.*

CONTENTS OF VOLUME 21—*Continued.*

187. Return to an Order of the House, of the 30th April, 1917, for a copy of all documents, correspondence, letters, telegrams, memoranda and reports exchanged between the Sergeant-at-Arms of the House of Commons and the Honourable Albert Sévigny; the Sergeant-at-Arms and the Justice Department, and between the Department of Justice and the Honourable Albert Sévigny, concerning certain effects, furniture and ornaments connected with the Speaker's Apartments. Also, copy of all accounts, receipts, bills of lading and transportation accounts concerning the said effects, furniture and ornaments. Presented June 5, 1917.—*Mr. Lanctot*.. .. ..*Not printed.*

188. Copy of Order in Council P.C. 1457, dated the 29th May, 1917, respecting pay to members of the Civil Service who join the Military forces of Canada either by voluntary enlistment or otherwise from and after the date hereof. Presented by Sir Thomas White, June 6, 1917... .. ..*Not printed.*

189. Copy of General Reports of W. F. O'Connor, K.C., Acting Commissioner *re* Cost of Living, concerning the production, cost, selling prices, and distribution system of refined sugar. Presented by Hon. Mr. Crothers, June 6, 1917

Printed for distribution and sessional papers.

190. Copy of Reports of W. F. O'Connor, on the subject of the Anthracite Coal business in Canada. Presented by Hon. Mr. Crothers, June 6, 1917.

Printed for distribution and sessional papers.

191. Return to an humble Address of the Senate to His Excellency the Governor General, dated the 22nd of May last, showing a copy of:—All correspondence exchanged between the Government or its Ministers, the Minister of Militia, the Militia Council, Major-General F. L. Lessard, C.B., Inspector-General, or any other person, and Lieutenant-Colonel Armand Lavergne, O.C., the 61st Regiment or any other person, on the subject of the territorial defence of the Province of Quebec, as well as copy of all Orders in Council or documents relating to this subject.—(*Senate*).. .. ..*Not printed.*

192. Copy of Order in Council, P.C. 1579, dated 8th June, 1917, appointing a Fuel Controller for Canada. Presented by Sir George Foster, May 12, 1917.

Printed for sessional papers only.

192*a*. Copy of Order in Council, P.C. 1460, dated 16th June, 1917, *re* the appointment of an Officer to be known as Food Controller for Canada, and specifying his powers and duties. Presented by Sir Robert Borden, June 19, 1917.

Printed for sessional papers only.

193. Copy of Order in Council, P.C. 1604, dated 11th June, *re* the establishment of "The Board of Grain Supervisors of Canada." And also, Copy of Order in Council, P.C. 1605, dated 11th June, 1917, appointing certain persons as members of "The Board of Grain Supervisors of Canada." Presented by Sir George Foster, May 12, 1917.

Printed for sessional papers only.

194. Copies of Census Statistics of male population of Canada, Census of 1911, between the ages of 20 and 45, both years inclusive, according to conjugal condition and nativity. Presented by Sir Edward Kemp, June 13, 1917.

Printed for sessional papers only.

195. Copies of The King's Regulations and Orders for the Army, 1912, re-printed with amendments published in Army Orders up to 1st August, 1914. Presented by Sir Edward Kemp, June 13, 1917... .. ..*Not printed.*

196. Copies of Manual of Military Law, War Office, 1914. Presented Sir Edward Kemp, June 13, 1917.. .. ..*Not printed.*

197. Copy of Order in Council, P.C. 987, dated 10th April, 1917, as amended by Order in Council No. 1451, dated 25th May, 1917: Regulations, being as Consolidation of and additions to various Orders in Council made in consequence of the War, the whole to be known as the "Defence of Canada Order, 1917." Presented by Hon. Mr. Hazen, June 13, 1917... .. ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

198. Return to an Order of the House, of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports in any way referring to dismissal, retirement or resignation of John McDonald, as Janitor of public building at Inverness, and the appointment of his successor. Presented June 15, 1917.—*Mr. Chisholm.* *Not printed.*

199. Return to an Order of the House, of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the extension and repairs to McKay's Point Wharf, Inverness County. Presented June 15, 1917.—*Mr. Chisholm*.. .. ..*Not printed.*

200. Return to an Order of the House, of the 7th May, 1917, for a copy of the replies which the Government or the Department of Public Works sent to the Resident Engineer or other parties in answer to letters, telegrams, or reports in connection with the breakwater at Souris, P.E.I., during the years 1915 and 1916. Presented June 15, 1917.—*Mr. Hughes (King's, P.E.I.)*.. .. ..*Not printed.*

201. Return to an Order of the House, of the 23rd May, 1917, for a copy of all correspondence, telegrams, recommendations and other communications relating to the dismissal of Hector Urquhart, as lineman on the Dominion Government telegraph line between Grand River and Enon, Cape Breton County, Nova Scotia, and relating to the appointment of Dan. A. McLennan to said position. Presented June 15, 1917.—*Mr. Kyte*.. .. ..*Not printed.*

202. Return to an Order of the House, of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the extension and repairs to Craignish Wharf. Presented June 15, 1917.—*Mr. Chisholm*..*Not printed.*

203. Return to an Order of the House, of the 3rd May, 1917, for a Return showing:—1. The amount which has been paid for stenographic reporting for the different Commissions or inquiries which have been held by the Government since November, 1911, to the present time. 2. The names of the persons to whom these amounts have been paid for stenography and the respective amounts paid to each of them. Presented June 15, 1917.—*Mr. Verville*.. .. ..*Not printed.*

203*a*. Return to an Order of the House, of the 3rd May, 1917, for a Return showing:—1. The amount which has been paid for stenographic reporting for the different Commissions or inquiries which have been held by the Government since November, 1911, to the present time. 2. The names of the persons to whom these amounts have been paid for stenography and the respective amounts paid to each of them. Presented June 28, 1917.—*Mr. Verville*.. .. ..*Not printed.*

204. Return to an Address to His Excellency the Governor General, of the 9th May, 1917, for a copy of all papers, petitions, telegrams and all other documents sent to the Government urging upon them the necessity of abolishing the wet canteen system in the camps overseas. Presented June 15, 1917.—*Mr. Lemieux*.. .. ..*Not printed.*

205. Copies of all correspondence, memoranda or other documents received by or sent by the Right Honourable the Prime Minister and the Honourable the Minister of Trade and Commerce, concerning a project to advertise Canadian products by the organization of an exhibition train of sample goods in France. *(Senate)*... .. ..*Not printed.*

205*a*. Supplementary Return to an Order of the Senate, dated the 7th June last, for a Return showing:—Copies of all correspondence, memoranda or other documents received by or sent by the Right Honourable the Prime Minister and the Honourable the Minister of Trade and Commerce, concerning a project to advertise Canadian products by the organization of an exhibition train of sample goods in France *The Senate*.. .. ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

206. Letter of the Honourable E. L. Patenaude, M.P., to the Right Honourable the Prime Minister, resigning his position as Secretary of State for Canada, and the letter of the Prime Minister in acknowledgment thereof. Presented by Sir Robert Borden, June 18, 1917.. .. ..*Not printed.*

207. Return to an Order of the House, of the 3rd May, 1917, for a Return showing:—1. How much merchandise has been exported from Canada into Foreign Countries since the first of August, 1914, to the present time? 2. How much of these goods have gone through the Port of Hamburg? 3. What countries have imported this merchandise from Canada, and the respective amounts for each of them? Presented June 18, 1917.—*Mr. Verville*.. .. ..*Not printed.*

208. Return to an Order of the House, of the 3rd February, 1916, for a return showing the itemized disbursements of Ward Fisher, Inspector of Fisheries for Western Nova Scotia, for the year 1912, amounting to $388.40, and the year 1913, amounting to $1,009.84. Presented June 18, 1917.—*Mr. Law*.. .. ..*Not printed.*

209. Return to an Order of the House, of the 23rd April, 1917, for a copy of all papers, documents, petitions, memoranda, correspondence, etc., with the Government of British Columbia or any member thereof with the Fishery Officers of the Marine and Fisheries Department resident in said Province, and with any Company, person or persons relating to prohibition of the export of British Columbia salmon since January 20, 1913. Presented June 18, 1917.—*Mr. McKenzie*.. .. ..*Not printed.*

210. Statement of Amount and Price of Commodities purchased and sold (including export and home consumption) by Cold Storage Companies in Canada from January 1 to December 1, 1916. Presented by Hon. Mr. Crothers, June 18, 1917.. .. .. ..*Not printed.*

210*a*. Report of W. F. O'Connor, K.C., Acting Commissioner *re* Cost of Living, concerning Cold Storage Conditions in Canada. Presented by Hon. Mr. Crothers, July 13, 1917. *Printed for distribution and sessional papers.*

210*b*. Copy of Order in Council, P.C. 2021, dated 23rd July, 1917, recommending the further investigation into the premises, books, papers and records of the William Davies Company, Limited, and Matthews-Blackwell, Ltd., as disclosed by the report of W. F. O'Connor, Acting Commissioner on the Cost of Living, on the subject of cold storage conditions in Canada, and appointing G. F. Henderson, A. B. Brodie and Geoffrey Clarkson with all the powers of Examiners under Part I of the Inquiries Act to inquire into the books, papers, etc., of the said companies; also to recommend in writing to the Minister of Labour a standardized system of costs accounting applicable to the cold storage business by which the net profits of cold storage companies in Canada may from time to time be readily ascertained. Presented by Hon. Mr. Crothers, July 25, 1917.. .. ..*Not printed*

211. Return to an Order of the House, of the 11th June, 1917, for a copy of all correspondence, telegrams, requests, petitions and other papers in the possession of the Department of Trade and Commerce relating to providing a supply of salt for the fisheries of the Maritime Provinces. Presented by Sir George Foster, June 22, 1917. *Not printed.*

212. Copy of Order in Council, P.C. No. 1725, dated the 25th June, 1917, creating the position of Director of Coal Operations for the southeastern coal fields of the Province of British Columbia and the suthwestern coal fields of the Province of Alberta, known as District 18. And also.—Copy of Order in Council, P.C. No. 1726, dated the 25th June, 1917, appointing W. H. Armstrong, of the City of Vancouver, Director of Coal Operations under the provisions of the above Order in Council, P.C. No. 1725, dated 25th June, 1917. Presented by Sir Robert Borden, June 25, 1917... ..*Not printed.*

212*a*. Return to an Order of the House, of the 14th May, 1917, for a copy of all letters, reports, communications and documents passing between the Minister of Labour and the Department of Labour and the officials of District No. 18, United Mine Workers

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of Alberta, and the officials of the Alberta and Eastern British Columbia Coal Operators' Association, concerning the requests made by the Miners for an increase in wages due to the increase in the cost of living, between September 1, 1916, and the present time. Presented July 12, 1917.—*Mr. Buchanan*.. .. ..*Not printed.*

213. Return to an Order of the House, of the 13th June, 1917, for a Return showing:—1. How many battalions of infantry left Canada with the First Contingent? 2. The number, and the designations of the different units of artillery which left with the First Contingent? 3. The number and the designation of the different medical corps which left Canada with the First Contingent? 4. The number and the designation of all the other units which left with the First Contingent? 5. The names, rank and duties of the supernumerary officers who left with the First Contingent. Presented June 26, 1917.—*Mr. Lachance*.. .. ..*Not printed.*

214. Return to an Address to His Excellency the Governor General, of the 30th May, 1917, for a copy of all correspondence, letters, cables and other documents exchanged between the Imperial Government or any of its members or officials with the Canadian Government or any of its members or officials, relative to the question of the proposed legislation by the Imperial Parliament to validate certain Acts and proceedings of the Legislature of British Columbia. Presented June 27, 1917.—*Mr. Macdonald*.. .. ..*Not printed.*

215. Return to an Order of the House, of the 4th June, 1917, for a copy of all correspondence between the Chief of the *Hansard* Translation Staff of the House, the Clerk of the House and the Speaker, since April 19, 1917, to date. Presented June 28, 1917.—*Mr. Lemieux*.. .. ..*Not printed.*

216. Return to an Order of the House, of the 27th March, 1916, for a return showing the amounts paid by the Federal Government from the 1st July, 1896, to the 1st October, 1911, to the following newspapers: Le *Canada, La Presse, La Patrie, Le Pays*, of Montreal, *La Vigie* and *Le Soleil*, of Quebec. Presented June 28, 1917.—*Mr. Boulay*.. .. ..*Not printed.*

217. Return to an Order of the House, of the 3rd May, 1917, for a Return showing the number of employees of the following Departments after 1896, and after 1911, respectively, viz.:—Inland Revenue, Interior, Public Works, Marine and Fisheries, Militia and Defence, Labour and Department of Trade and Commerce. Presented June 28, 1917.—*Mr. Boulay*.. .. ..*Not printed.*

218. Return to an Order of the House, of the 7th May, 1917, for a Return showing the number of returned soldiers who have been given employment in the various departments of the Government. Presented June 28, 1917.—*Mr. Lemieux*.. ..*Not printed.*

219. Return to an Order of the House, of the 25th June, 1917, for a copy of the reports made by the Penitentiary Surgeons in connection with the release from Penitentiary of Edward Levi Baugh. Presented July 4, 1917.—*Mr. Murphy*.. .. ..*Not printed.*

220. Return to an Order of the House, of the 21st May, 1917, for a return giving the names and salaries of employees of the Interior and Indian Departments, (*a*) Inside Service and (*b*) Outside Service, who volunteered for overseas service, and who were paid their full civil salary in addition to their military pay and allowances.

Those who volunteered for overseas service and who were paid a sufficient portion of their civil salary in addition to their military pay and allowances to bring their pay up to the amount of their civil salary.

Those who volunteered for overseas service and who received consideration (stating consideration) on account of their civil employment in addition to their military pay and allowances.

Those who volunteered for overseas service and who do not receive any consideration on account of their civil employment in addition to their military pay and allowances. Presented July 5, 1917.—*Mr. Oliver*.. .. ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

221. Report of Special Trade Commission to Great Britain, France and Italy, May-September, 1916. Presented by Sir George Foster, July 5, 1917... ..*Not printed.*

222. Return to an Order of the House, of the 13th June, 1917, for a Return showing:—1. The total expenditure connected with Agriculture by the Federal Government in each of the fiscal years from 1904-05 to 1916-17, inclusive. 2. How much money was set apart by the Agricultural Aid Act of 1912 to assist the Provincial Departments of Agriculture to improve and extend their work? 3. How much of above amount was given to each Province, and what was accomplished in each Province as a result of such assistance? 4. How much money was set apart by the Federal Government under the Agricultural Instructions Act of 1913, and under the provisions of the said Act what amounts were respectively allotted each year to the several Provinces? 5. What the general purpose of said Act is, and to what extent that purpose has been made effective in each Province. Presented July 5, 1917.—*Mr. Edwards.*
Printed for sessional papers only.

223. Return to an Order of the House, of the 11th June, 1917, for a Return showing:—1. Whether Mr. Giard, ex-M.P.P. for Compton, is an employee of the Government? 2. If so, since when? 3. The number of employees under his orders and their respective names? 4. What salary does said Giard receive? 5. The salary of each employee under his charge? 6. Whether he has bought, for the Government, any animals for breeding purposes? 7. If so, how many, and the price paid for each? 8. Where these animals were bought? 9. How many of them have been rejected or returned to the Government or to Mr. Giard? 10. If any have been refused or returned, why? 11. Where the said breeding animals are at present? 12. What the Government or the Department of Agriculture intends to do with the animals so refused and returned to Mr. Giard? Presented July 5, 1917.—*Mr. Gauvreau* *Not printed.*

224. Return to an Address to His Excellency the Governor General, of the 31st January, 1917, for a copy of all documents, letters, messages, correspondence, reports and particularly an Order in Council dated 6th December, 1898, respecting the exemption from military service of the Doukhobors. Presented by Hon. Mr. Roche, July 9, 1917. —*Mr. McCraney*.. .. ..*Not printed.*

225. Return to an Address to His Excellency the Governor General, of the 31st January, 1917, for a copy of all Orders in Council and other documents on file in the Department of Marine and Fisheries relating to the requisitioning of Canadian ships by the Canadian Government. Presented July 11, 1917.—*Mr. Sinclair*.. .. ..*Not printed.*

226. Return to an Order of the House of the 7th June, 1917, for a return showing the number of recruiting officers which have been appointed in the province of Quebec, with the names, addresses, nature of functions and salaries of the same. Presented July 11, 1917.—*Mr. Carvell*.. .. ..*Not printed.*

226*a*. Return to an Order of the House of the 18th June, 1917, for a return showing:—1. The names and addresses of the parties on Prince Edward Island who have been engaged or who are now engaged in recruiting for the army and navy or doing other work of a like military character, since August, 1914. 2. The remuneration or pay each of the said parties receives and the allowance given for travelling or other expenses. 3. The total amount each person has received up to the 1st of June, 1917. Presented July 31, 1917.—*Mr. Hughes (P.E.I.)*.. .. ..*Not printed.*

227. Return to an Order of the House of the 12th April, 1916, for a return showing:—1. How many clerks there are in the Post Office Department who belong to and are paid from the outside service vote, and who work in the inside service. 2. The names of said clerks. 3. Salary paid to each. 4. How long each has been in the service of the Department. 5. If all or any of the clerks have passed any examination. If so, what examination, and on what date or dates. Presented July 14.—*Mr. Turriff*..*Not printed.*

228. Copy of a memorandum presented by the Southern Slav Committee to the representatives of the British Dominions, setting forth the aims and aspirations of the Jugo-slavs (Serbs, Croats and Slovens) subject to Austro-Hungarian rule. Presented by Sir Robert Borden, July 20, 1917.. .. ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

229. Claims made by Minister of Justice relating to payment of duties by certain provinces (*Senate.*) . . . . . *Not printed.*

230. Copy of Report of Honourable Sir Ezekiel McLeod, Chief Justice of the Province of New Brunswick, and the Honourable Louis Tellier, retired Judge of the Superior Court of the Province of Quebec, Commissioners appointed under the Inquiries Act of Canada, being Revised Statutes of Canada, 1906, Chapter 104 and Amending Acts, by virtue of an Order in Council passed on the 6th June, 1917, whereby the said Commissioners were empowered and directed to conduct an inquiry and investigation for the purpose of reviewing and considering the evidence taken by Mr. Justice Galt, a Commissioner appointed by the Lieutenant-Governor of Manitoba on the 15th day of July, 1916, to investigate and report upon certain matters of concern to the Local Government of the said province, in the execution of such Commission, and to review and consider his reports and findings on such evidence; and to report whether such evidence sustains or supports the findings of the said Commissioner, as set forth in such reports, in so far as they reflect upon or prejudicially affect the honour or integrity of the Hon. Robert Rogers or the honesty of his dealings or transactions. Presented by Hon. Mr. Doherty, July 27, 1917. . . *Printed for distribution—Members and Senators only.*

230a. Copy of evidence, exhibits, etc., in respect to the Report of Honourable Sir Ezekiel McLeod, Chief Justice of the Province of New Brunswick, and the Honourable Louis Tellier, retired Judge of the Superior Court of the Province of Quebec, Commissioners appointed under the Inquiries Act of Canada, being Revised Statutes of Canada, 1906, Chapter 104 and Amending Acts, by virtue of an Order in Council passed on the 6th June, 1917, whereby the said Commissioners were empowered and directed to conduct an inquiry and investigation for the purpose of reviewing and considering the evidence taken by Mr. Justice Galt, a Commissioner appointed by the Lieutenant-Governor of Manitoba on the 15th day of July, 1916, to investigate and report upon certain matters of concern to the Local Government of the said province, in the execution of such Commission, and to review and consider his reports and findings on such evidence; and to report whether such evidence sustains or supports the findings of the said Commissioner as set forth in such reports, in so far as they reflect upon or prejudicially affect the honour or integrity of the Hon. Robert Rogers, or the honesty of his dealings or transactions. Presented by Hon. Mr. Doherty, August 9, 1917. . . . . *Not printed.*

231. Return to an Order of the House of the 13th June, 1917, for a copy of all correspondence, letters, telegrams and other papers relating to a contract for carrying mails between Grand River and Fourchu, in the County of Richmond, Nova Scotia, in the years 1916 and 1917. Presented July 28, 1917.—*Mr. Kyte*. . . . . *Not printed.*

232. Return to an Order of the House of the 30th April, 1917, for a copy of all papers, letters, telegrams and documents relative to the purchase of land in Vancouver, B.C., for the purpose of an armoury, since January 1, 1913. Presented July 30, 1917.—*Mr. Macdonald*. . . . . *Not printed.*

233. Return to an Order of the House of the 1st February, 1917, for a return showing:—1. The names and present rank of all appointees as Chief Recruiting Officers or as District or Special Recruiting Officers, not local or regimental, made since the beginning of the war. 2. The dates of their respective appointments. 3. The ages and vocations of respective appointees. 4. The name of military organization, if any, in which appointees had previously served. 5. The rank of appointees while serving in any military organization. 6. Whether the services of any of these appointees have been dispensed with. 7. If so, their names, and dates on which they were retired. Presented July 31, 1917.—*Mr. Turriff*. . . . . *Not printed*

234. Return to an Order of the House of the 31st January, 1917, for a return showing:—1. The date of the last order given by the Government to the Ross Rifle Company. 2. The number of rifles ordered. 3. Whether a recommendation of the British Army Council for the utilization of existing Canadian facilities in manufacturing the new and improved Lee-Enfield was received by the Government. 4. The date of the recommendation, and when it was received. 5. Whether the recommendation has been acted upon Presented July 31, 1917.—*Mr. Turriff*. . . . . *Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

235. Return to an Order of the House of the 20th June, 1917, for a return showing:—1. The names of the members of the military staff at North Vancouver. 2. Their respective duties or occupations. 3. The rank and rate of pay of each. 4. The amount that has been paid to each. 5. Upon what date or dates the members of the said staff enlisted, and how long they have been attached to the staff. Presented July 31, 1917.—*Mr. Murphy*.. .. .. .

CONTENTS OF VOLUME 21—*Continued.*

240. Return to an Order of the House of the 13th June, 1917, for a statement showing the travelling expenses of Maurice LeBlanc, general foreman of the Department of Public Works, Bonaventure County, since his appointment to date. Presented August 8, 1917. —*Mr. Marcil (Bonaventure)*.. .. ..*Not printed.*

241. Return to an Order of the House of the 30th April, 1917, for a copy of all letters, petitions, correspondence and telegrams exchanged between the Government, the resident engineer and all other persons concerning the dredging work done at Ste. Anne de Bellevue, Pointe Fortune, Ottawa River channel between Ile au Foin and Ile Paquin, Graham channel, Rigaud channel, Hudson Heights channel, Ile Perrot Church, Ile Perrot South wharf and Ile Perrot North wharf, since 1904. Also a statement showing the amounts paid to different persons or companies for such work, giving the dates of payment, along with a copy of the estimates already brought down at my request regarding the above, previous to 1904. Return to an Order of the House of the 30th April, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports exchanged between the Government, the resident engineer of the district, and all other persons, concerning the dredging work done since 1904 at the wharf of Ile Perrot North, South and the Church, Dorion Bay channel, Vaudreuil Village channel, Pointe Cavagnal, Como, Hudson Heights channel, Graham channel, Rigaud River channel, Ottawa River, Iles aux Poires channel, Pointe Fortune and Ste. Anne de Bellevue channel. Also a statement showing the amount of money paid to divers persons, companies, etc., for such works, along with copy of statements already presented at my request in connection with the same work, previous to 1904. Presented August 8, 1917. —*Mr. Boyer*.. .. ..*Not printed.*

242. Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the extension and repairs to Finlay Point wharf. Presented August 8, 1917.—*Mr. Chisholm*.. .. ..*Not printed.*

243. Return to an Order of the House of the 30th April, 1917, for a copy of all correspondence in the possession of the Department of Public Works bearing date after September 1, 1915, relating to wharves, breakwaters and other public works situate in the County of Antigonish, Nova Scotia. Presented August 8, 1917.—*Mr. Sinclair*.. .. .. ..*Not printed.*

244. Return to an Order of the House of the 7th May, 1917, for a copy of all documents, correspondence, reports, accounts, pay-lists, etc., in connection with the work done on the Government wharves at Cross Point, Miguasha, St. Omer and New Carlisle, Quebec, since 1912. Presented August 8, 1917.—*Mr. Marcil (Bonaventure)*... ..*Not printed.*

245. Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the wharf at Marble Mountain. Presented August 13, 1917.—*Mr. Chisholm*.. .. ..*Not printed.*

246. Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the extension of the pier at Margaree Harbour. Presented August 13, 1917.—*Mr. Chisholm*.. .. .. ..*Not printed.*

246a. Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the breakwater at Margaree Harbour. Presented August 13, 1917.—*Mr. Chisholm*.. .. ..*Not printed.*

247. Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the Port Hood wharf. Presented August 13, 1917.—*Mr. Chisholm*.. .. ..*Not printed.*

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248. Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present time, in any way referring to the opening of Inverness Harbour. Presented August 13, 1917.—*Mr. Chisholm*.. .. ..*Not printed.*

249. Return to an Order of the House of the 23rd April, 1917, for a copy of all papers, documents, petitions, memoranda, correspondence, etc., with reference to the Government of the Dominion of Canada building competing telephone lines in British Columbia paralleling lines already in operation of the Okanagan Telephone Company, Limited. Presented August 13, 1917.—*Mr. Carvell*.. .. ..*Not printed.*

250. Return to an Order of the House of the 30th April, 1917, for a copy of all correspondence in the Department of Public Works bearing date after September 1, 1915, relating to wharves, breakwaters and other public works in the County of Guysborough, Nova Scotia. Presented August 13, 1917.—*Mr. Sinclair*.. .. ..*Not printed.*

251. Return to an Order of the House of the 30th April, 1917, for a copy of all papers, records and other documents concerning the reference by the Dominion Government to the question relating to the exclusive right of fishing in the tidal waters of the province of Quebec. Presented August 15, 1917.—*Mr. Lemieux*.. .. ..*Not printed.*

252. Return to an Order of the House of the 9th July, 1917, for a return showing the names of all persons employed in connection with the Office of the Commissioner of Live Stock in the Province of Saskatchewan, showing the salaries and expenses paid them; and also showing the number of stallions and bulls placed in Saskatchewan when the said office was established. Presented August 15, 1917.—*Mr. Thomson (Qu'Appelle)*.
Not printed.

253. Return to an Order of the House of the 14th May, 1917, for a copy of all letters, telegrams and reports between the Department of the Naval Service of the Department of Marine and Fisheries, and any and all persons in connection with the seizure of certain fishery boats, fishing tackle and equipment being used in the illegal fishing of lobsters in the Straits of Northumberland in the fall of 1916, together with a copy of the evidence taken before one M. G. Teed, Esquire, acting as a commissioner to inquire into this matter, and his report and finding thereon. Presented August 16, 1917.—*Mr. Copp.*
Not printed.

254. Return to an Order of the House of the 30th July, 1917, for a copy of all correspondence between the Department of Militia and Defence of Canada, the War Purchasing Commission of Canada, and the British War Office, concerning a target practice rod or the use of same by the Canadian Expeditionary Force. Presented August 20, 1917.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

255. Return to an Order of the House of the 7th June, 1917, for a return showing:—1. Whether the Department of Agriculture supply thoroughbred bulls for improvement of stock to applicants for the same. 2. If so, if any such bulls have been sent into the County of Dorchester, Quebec, and when. 3. At whose request these bulls were sent, and if they belonged to the Department of Agriculture. 4. If so, on what condition they were supplied. 5. From whom the department purchased the animals referred to. 6. The price paid. 7. If any official of the Department of Agriculture has made an investigation as to where these bulls are at the present time. 8. If so, the substance of their report. 9. Whether the said bulls are being used for the purpose for which they were intended. Presented August 21, 1917.—*Mr. Lanctôt*.. .. ..*Not printed.*

256. Return to an Order of the House of the 1st August, 1917, for a return showing the amount which has been paid to the Sydney *Daily Post*, newspaper, by all the departments of the Government for printing and advertising, since the 1st of November, 1911. Presented August 21, 1917.—*Mr. Kyte*.. .. ..*Not printed.*

257. Return to an Order of the House of the 1st August, 1917, for a return showing the gross amount paid to the Halifax *Herald*, the *Evening Mail*, Halifax, and the Royal Print and Lithographing Company, Halifax, by all the departments of the Government for printing, advertising and all other services since November 1, 1911. Presented August 21, 1917.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

258. Return to an Order of the House of the 18th June, 1917, for a copy of all accounts, papers, claims and correspondence regarding demands put forward by all persons who have claimed to have sustained loss or damage by the fire in the Parliament Buildings in February, 1916. Presented August 21, 1917.—*Mr. Lanctôt*.. .. ..*Not printed.*

259. Return to an Order of the House of the 14th May, 1917, for a copy of all communications, letters, reports, petitions and other documents on behalf of the Physicians and Medical Associations of this country, asking for the repeal of The Proprietary or Patent Medicine Act and the presentation of a new Act on the matter in order to render more efficient the control of these medicine preparations, and to add on the prohibition list such drugs or medicines as are generally dangerous to health and conducive to certain criminal practices. Presented August 21, 1917.—*Mr. Lapointe (Kamouraska).*

Not printed.

260. Copy of correspondence between the Honourable Robert Rogers and the Right Honourable Sir Robert Borden, Prime Minister, with reference to the resignation of the former as Minister of Public Works of Canada.—(*The Senate.*).. .. ..*Not printed.*

261. Return to an Order of the Senate dated the 11th day of July, 1917, for a Statement showing the number of officers and men of the Canadian Expeditionary Force who have been classed as unfit for military service; whether the military authorities have given consideration to the possibility of utilizing the services of those men in a secondary capacity; whether those who have been classed as unfit continue to draw military pay; the number who have deserted from the various units between 1st October, 1914, and 1st June, 1917; and the number discharged from the various units since 1st October, 1914.—(*The Senate.*).. .. ..*Not printed*

262. Return to an Order of the Senate, dated 7th June last, for a return showing:—1. The name and rank of each person who at the outbreak of the war in August, 1914, was an officer, commissioned or provisional, of the 78th Regiment (Highlanders), of Pictou County, Nova Scotia. 2. The length of time each of such persons was attached to said regiment. 3. (*a*) The name of each of said officers who joined the Canadian Overseas Forces. (*b*) The unit to which he was attached. (*c*) The rank with which he was attached. (*d*) The date at which he was attached. 4. The name of each person who since the outbreak of war became attached as provisional officers to said 78th Regiment and the date at which such person became attached and his rank. 5. (*a*) The name of each of the officers referred to in paragraph 4 who joined the Canadian overseas forces. (*b*) The unit to which he was attached. (*c*) The rank with which he was attached. (*d*) The date at which he was attached. 6. The name of each of the officers referred to in each of the foregoing paragraphs who were in active service at the fighting front, the units with which they served, and the length of time they served. 7. Particulars as to each of the said officers showing where each one was on May 1, 1917, to what unit he was attached, and what his rank was at that time. 8. If any of these officers have gone to the fighting front since May 1, state name, unit, rank and date.—(*The Senate*)

Not printed.

263. Part return to an humble Address of the Senate to His Excellency the Governor General, dated the 8th instant, showing all the correspondence between the Department of Militia and Defence and Clarence J. McCuaig; also, between the same and the first Purchasing Committee appointed by Sir Robert Borden, of which the Honourable Robert Rogers was Chairman, and between the said Clarence J. McCuaig and the Committee of which the Honourable Sir Edward Kemp is or was Chairman, or with any of the members of the said committee.—(*The Senate.*).. .. ..*Not printed.*

264. Eighth Annual Report of the Commission of Conservation for the fiscal year ending 31st March, 1917. Presented by Hon. Mr. Burrell, September 1, 1917.. .. .. ..*Not printed.*

265. Return to an Order of the House of the 30th August, 1917, for a return showing:—1. The number of additional buildings and offices that have been rented by the various departments of the Government in the City of Ottawa during the calendar years, 1914, 1915, 1916 and 1917. 2. The names of the lessors, the length of the lease and the respective rentals of said buildings. 3. What department in each case is occupying said premises. Presented September 3, 1917.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 21—*Continued.*

266. Return to an Order of the House of the 11th July, 1917, fo a copy of all correspondence and other documents relating to the granting to beam trawlers registered in the United States the privilege of using ports in the Province of Nova Scotia for the purchasing of supplies, the shipping of men, etc., without license therefor as required under the modus videndi. Presented September 3, 1917.—*Mr. Kyte*.. .. ..*Not printed.*

267. Copy of contract dated 8th March, 1917, between His Majesty the King and Wallace Shipyards, Limited, for the construction and delivery of one wooden auxiliary sailing ship. Also,—Copy of contract dated 1st June, 1917, between His Majesty the King and Lamond and Harrison for the construction and delivery of one wooden auxiliary sailing ship. Presented by Hon. Mr. Cochrane, September 3, 1917.. .. ..*Not printed.*

268. Return to an Order of the Senate, dated the 15th day of June last, for a return made to an Order of the House of Commons, of the 7th February, 1916, for a copy of all correspondence and reports on the claims of Sealers of British Columbia under the last treaty with the American Republic, and all papers connected therewith.—(*The Senate.*)
Not printed.

269. Copy of Order in Council, P.C. 2245, dated 3rd September, 1917, appointing the Deputy Minister of Justice, Oliver Mowat Biggar, of the City of Edmonton, John H. Moss, of the City of Toronto, Louis Loranger, of the City of Montreal, and Lt.-Col. H. A. C. Machin, of the Town of Kenora, Ont., a council to advise and assist in the administration and enforcement of the Military Service Act, 1917, to be known as the Military Service Council. Presented by Sir Robert Borden, September 4, 1917.. ..*Not printed.*

270. Return to an Order of the House of the 21st May, 1917, for a copy of all reports, letters, telegrams, correspondence and any other papers in connection with the question of locating the 210th Battalion at Regina and Moosejaw respectively during the winter of 1916-17. Presented September 6, 1917.—*Mr. Knowles*.. .. . .*Not printed.*

271. Return to an Order of the House of the 14th May, 1917, for a copy of all letters, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the appointment of a man in charge of the storm signals at Grand Etang and Margaree Harbour. Presented September 6, 1917.—*Mr. Chisholm*.. .. ..*Not printed.*

272. Return to an Order of the House of the 7th May, 1917, for a return showing the different rural mail routes established in the constituency of Qu'Appelle since the 1st day of January, 1916, showing their location and date of establishment. Also, a list of all rural mail routes now being established or under consideration at the present time in the same constituency. Presented September 7, 1917.—*Mr. Thomson (Qu'Appelle).*
Not printed.

273. Return to an Order of the House of the 6th March, 1916, for a copy of all telegrams, letters, petitions and documents of all kinds in any way referring to the change in the Inverness-Margaree mail route from the west to the east of the Margaree river, from a point at Margaree Forks to Chapel Bridge. Presented September 7, 1917.—*Mr. Chisholm*.. .. ..*Not printed.*

274. Copy of Order in Council, P.C. 2199, dated 10th August, 1917: Rules and Regulations enacted in lieu of the Classification, Rules and Regulations contained in Order in Council, P.C. 1296, of the 15th May, 1917, in respect to War badges for members of the Canadian Expeditionary Force. Presented by Sir Edward Kemp, September 13, 1917.
Not printed.

275. Copy of Order in Council, P.C. 2552, dated 13th September, 1917, recommending that Certificates of Naturalization may be issued under the Naturalization Act, 1914, to alien enemies who have resided for many years in Canada, on its being shown that they are clearly in sympathy with the United Kingdom and its allies in the present war, and that they have no pro-German or other alien enemy affiliations or connections. Presented by Sir Robert Borden, September 14, 1917.. .. ..*Not printed.*

CONTENTS OF VOLUME 21—*Concluded.*

276. Copy of *Canada Gazette* dated 12th September, 1917, containing a list and location of Local Tribunals established to hear and decide applications for certificates of exemption from Military Service. Presented by Hon. Mr. Doherty, September 14, 1917.
Not printed.

277. Copies of Orders in Council, dated 15th September and 17th September, 1917, respectively, appointing Registrars for the Provinces of British Columbia, New Brunswick, Quebec, Saskatchewan, Manitoba, Ontario, Alberta and Prince Edward Island, under the provisions and for the purposes of the Military Service Act, 1917. Presented by Sir Robert Borden, September 17, 1917.. .. ..*Not printed.*

278. Return to an Address to His Excellency the Governor General of the 2nd May, 1917, for a copy of all Orders in Council, letters, telegrams, etc., to or from any employee of the Government in reference to the improvement and equipment of the life-saving station at Whitehead, Guysborough County, N.S. Presented September 17, 1917.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

279. Return to an Order of the House of the 14th May, 1917, for a copy of all letters, petitions, correspondence, telegrams and reports received by the Government since September, 1911, to the present day, in any way referring to the dredging and building of piers at Mabou Harbour. Presented September 19, 1917.—*Mr. Maclean (Halifax)*.
Not printed.

280. Return to an Order of the House of the 13th August, 1917, for a return showing:—1. The different amounts paid for commissions and expenses in connection with the flotation of the different loans made by Canada since 1914. 2. The respective amounts paid in connection with each loan. Presented September 19, 1917—*Mr. Macdonald.*
Not printed.

281. Return to an Order of the House of the 5th September, 1917, for a copy of all correspondence, letters, telegrams, petitions, etc., in any way referring to an application for a public wharf at Chimney Corners, Inverness County, N.S. Presented September 19, 1917.—*Mr. Chisholm*.. .. ..*Not printed.*

282. Return to an Order of the House of the 29th August, 1917, for a return showing copies of all accounts, memoranda, vouchers, telegrams, letters, etc,, in reference to payments to George H. Boyce, of Windsor, N.S., District Foreman of Public Works Department, since his appointment to office. Presented September 19, 1917.—*Mr. Maclean (Halifax)*.
Not printed.

283. Return to an Order of the Senate dated the 1st day of March, 1916, showing a copy of all correspondence between the Government and the British Columbia Boards of Trade, and also between the Government and the Canadian Manufacturers' Association, in reference to the request made by the British Columbia Boards of Trade for the appointment of a Dominion Customs Officer at the Port of New York.—(*Senate.*).
Not printed.

284. Part return to an humble Address of the Senate, dated the 14th of August, 1917, to His Excellency the Governor General, for a return showing the name of every judge of the Supreme, District and County Courts in all the provinces of Canada, for the year 1916, together with a statement of the moneys paid to each of such judges for that year for (*a*) salaries; (*b*) travelling expenses; (*c*) allowances of all kinds; (*d*) for services as Commissioners; (*e*) and any other payments; and also, showing the names of judges who have performed services as Commissioners, or in any other public capacity without compensation.—(*Senate.*).. .. ..*Not printed.*

285. Return to an humble Address of the Senate, dated the 9th August, 1917, to His Excellency the Governor General, showing all the documents relating to the purchase by the Militia Department of "Bonnie Bel Air" from W. T. Rodden, Esq., a part of number nine (9) on the official plan and book of reference of the Parish of Lachine and specially the report of the lawyers who examined the titles.—(*Senate.*).. ..*Not printed.*

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS

FOR THE FISCAL YEAR FROM APRIL 1, 1915, TO MARCH 31, 1916

Submitted in accordance with the provisions of the Revised Statutes of Canada, 1910, Chapter 35, Section 33.

PRINTED BY ORDER OF PARLIAMENT.

OTTAWA
PRINTED BY J. DE L. TACHÉ,
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1917

[No. 20—1917.]

To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc., etc., Governor General and Commander-in-Chief of the Dominion of Canada.

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the past fiscal year from April 1, 1915, to March 31, 1916:—

F. COCHRANE,
Minister of Railways and Canals.

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REPORT

OF THE

DEPUTY MINISTER OF RAILWAYS AND CANALS

FOR THE YEAR ENDING MARCH 31, 1916.

To the Honourable F. Cochrane,
Minister of Railways and Canals.

Sir,—I have the honour to submit the annual report of the Department of Railways and Canals for the fiscal period of twelve months ended March 31, 1916.

The annual reports of the engineers, together with general and special reports from superintendents, both of railways and canals, and from other officers in the department, are given in appendices. These include the report of the General Manager of Government railways; the report of the Government Chief Engineer of the Western Division of the Transcontinental Railway; the report of the Chairman of the Quebec Bridge Engineers' Board; and the report of the Chief Engineer of the department.

In Part I will be found statements of the Accountant of the department, showing the amounts expended during the past fiscal year in construction, repair and maintenance of the several works under the department; also statements showing total expenditure on each canal since its construction, and on each of the Government railways; also a statement showing payments made, year by year, to subsidized railways, with the aggregates of such payments.

In Part II are the statements of the Departmental Solicitor of the contracts and agreements entered into during the year.

GENERAL SUMMARY.

During the twelve months of the past fiscal year 1915-16 the expenditures made by or through the department on its several works of operation, maintenance and construction, both railway and canal, and in furtherance by subsidy, under specific votes granted by Parliament, of railway enterprises in various parts of Canada other than the Government roads; also the revenue derived from the Government works, aggregate as follows:—

The total railway expenditure, including the Quebec Bridge, amounted to $43,627,328.93, of which $23,902,068.89 was charged to capital, $19,408,780.22 to revenue, and $1,716,651.24 to income.

The railway expenditure on capital account included $7,635,050.25 for the Intercolonial Railway, $1,350,472.73 for the Prince Edward Island Railway, $7,078,451.69 for the National Transcontinental Railway, which is in course of construction by a board of commissioners, $4,889,131.77 for the Hudson Bay Railway, and $2,746,813.70 for the Quebec Bridge; $2,637.47 for the International Railway, and $199,511.28 for the New Brunswick and Prince Edward Island Railway.

The railway expenditure on income included a total of $1,400,171.42 paid as subsidies to railways other than the Government roads, $212,757.29 for the Board of Railway Commissioners for Canada, and $47,079.99 for Railway Grade Crossing Fund, and $36,873.46 for surveys and inspections.

The expenditure on the Intercolonial Railway amounted to $21,702,441.66, namely, $7,635,050.25 on capital account, and on revenue account (working expenses and improvements and betterments), $14,067,391.41.

On the Prince Edward Island Railway, the total expenditure was $1,895,493.35, of which $1,350,472.73 was charged to capital and $545,020.62 to revenue.

The total expenditure on the National Transcontinental Railway amounted to $11,488,980.44, namely, $7,078,451.69 on capital, and $4,410,528.75 on revenue account (working expenses). The working expenses for the International Railway amounted to $116,651.38; this does not include the sum of $90,000 paid as rental for the road. The working expenses for the New Brunswick and Prince Edward Island Railway were $76,844,63, and for the St. John and Quebec Railway, $90,757.13.

The expenditure on canals aggregated $7,906,863.37, of which $6,142,148.96 was chargeable to capital account, $397,664.95 to income, $800,977.56 for staff, and $566,071.90 for repairs, the last two amounts being charged to revenue.

Adding to the above for miscellaneous expenditures common to both branches, the sum of $322,305.88, of which $313,740.73 was chargeable to the special war appropriation (special services having been required of the department in connection with the war, entailing expenditures for the protection of its bridges and canal structures, transportation of goods for the Belgian Relief Fund, the Red Cross Society, and for payment of salaries for substitutes for enlisted men), the total expenditure for the year on railways and canals was $53,256,669.60.

The total revenue derived from the Government railway and canal works was $18,874,630.86, of which the railways produced $18,427,908.65, and the canals $446,722.21,* the sum of $267,055.95 being derived from hydraulic and other rents.

The total Government expenditure on railways prior to and since Confederation (July 1, 1867) up to March 31, 1916, amounts, on capital account, to $377,146,699.09, including expenditure on the Quebec Bridge, and also the sum of $25,000,000 granted to the Canadian Pacific Railway Company for its main line; also the amount, $660,683.09, expended on the Annapolis and Digby Railway. In addition, there has

* Under the authority of an Order in Council, dated June 22, 1905, the system of charging tolls for the passage of vessels and goods was abolished on all the canals of the Dominion. Records, however, are kept for statistical purposes, and the compilation of the resultant figures is given in a separate report issued by the department.

been expended from the consolidated fund a total of $315,956,228.81, covering the operating expenses of the Government roads, and $74,157,831.59 on subsidies other than that for the main line of the Canadian Pacific Railway, making a total expenditure of $693,102,927.90.** Of this amount, the sum of $13,881,460.65 was expended prior to Confederation, namely, on the construction of portions of what is now the Intercolonial Railway system, $10,766,725.54, and on the construction of the Prince Edward Island Railway, $3,114,735.11.

The total Government expenditure on canals prior to and since July 1, 1867, to March 31, 1916, amounts on capital account to $118,614,725.75, of which $20,593,866.13 was expended prior to Confederation, and from the consolidated fund, for operation, maintenance and repairs, $39,497,907.96, making a total of $158,112,633.71.

The total expenditure on the two branches, railways and canals, up to March 31, 1916, is as above, $851,215,561.61; adding to which for general expenditures embracing both, the further sum of $1,155,289.17, the grand total expenditure amounts to $852,370,850.78.

The total revenue collected since July 1, 1867, to March 31, 1916, amounts, from the Government railways, to $224,854,539.86, and from the canals to $16,203,848.18, making a total of $241,058,388.04.

Details in tabulated form showing the general classes and directions of the above expenditures and revenues will be found in the statements of the accountant of the department, printed in the appendices, Part I.

GOVERNMENT RAILWAYS IN OPERATION.

Details respecting these railways and their operation during the fiscal year ended March 31, 1916, will be found in appendix, Part VI, containing reports from the General Manager and the officials of these roads.

The Intercolonial Railway earnings amounted to $14,068,791.41, and its working expenses to $12,551,495.84, producing a surplus of $1,517,295.57. This surplus has been absorbed, under the authority of the Act of 1912, Chap. 8, by crediting the Rail, the Fire and the Equipment Renewal Accounts with amounts aggregating $1,515,895.57, the balance, $1,400, being paid as "compassionate allowances" under special votes.

The Prince Edward Island Railway working expenses amounted to $545,020.62. Its earnings amounted to $390,926.82, the deficit being $154,093.80.

The International Railway working expenses amounted to $116,651.38, and the earnings to $104,623.49, a deficit of $12,027,89. This does not include the sum of $90,000 paid as interest on the purchase price of the road.

** This amount does not include the annual payment of $119,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by 47 Victoria, ch. 8 (1884), nor the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905, on the said sum of $2,394,000, for the line between Ottawa and Quebec, which sum was transferred to the public debt as a liability, and is dealt with by the Finance Department. (*See* Public Accounts, 1893-4, page 10, and 1906, page 79.)

The St. John and Quebec Railway working expenses amounted to $90,757.13, and the earnings to $57,742.71, a deficit of $33,014.42.

The New Brunswick and Prince Edward Island Railway working expenses amounted to $76,844.63, and the earnings to $50,414.34, leaving a deficiency of $26,430.29. This does not include $10,186.29 paid as interest on the purchase price of the road pending payment.

The working expenses of the portion of the National Transcontinental Railway operated by the Government amounted to $4,410,528.75, and the earnings to $3,758,387.39.

INTERCOLONIAL RAILWAY.

This railway extends from the Atlantic Ocean ports of Halifax, St. John, Sydney, and North Sydney, to Montreal.

On March 1, 1898, the operations of the Intercolonial, the westerly limit of which previously was Lévis, opposite Quebec, were extended to Montreal by means of leases obtained from the Grand Trunk and Drummond County Railway Companies, making an addition of 169·81 miles to the operation of the Government line.

The leasing agreement for an undivided half share or interest, made with the Grand Trunk Railway Company, and dated February 1, 1898, was confirmed, with modification, by the Act 62-63 Vic., chap. 5 (1899). It covers the distance between Ste. Rosalie station and the city of Montreal, with termini in that city, also the Jacques-Cartier junction, the Chaudière bridge and its approaches, and the use of the Victoria bridge over the river St. Lawrence above Montreal. Its term extends for a period of ninety-nine years from March 1, 1898, renewable, in like terms of ninety-nine years each, forever; the annual rental being fixed at $140,000.

Under authority of the Act 62-63 Vic., chap. 6 (1899), the Drummond County Railway from Chaudière to Ste. Rosalie, together with the branch from St. Leonard to Nicolet, was acquired by the Dominion; conveyance being made by a deed dated November 7, 1899.

On October 1, 1904, the Canadian Eastern Railway from Gibson to Loggieville, 123·67 miles, was purchased, and on April 19, 1905, the mortgaged Fredericton and St. Mary's bridge, with connected property, 1.33 mile, was surrendered to the Government.

In September, 1911, the branch line, 12·52 miles long, from Ferrona Junction to Sunny Brae, was acquired.

By a diversion, known as the Nelson-to-Derby Junction diversion, 2·69 miles, which was opened for traffic on January 10, 1915, the distance from Nelson to Chatham Junction, 5·5 miles, has been shortened to 2·81 miles.

By a diversion, known as Leitches Creek diversion, 4·26 miles long, from North Sydney to Leitches Creek, C.B., which was put in operation on January 10, 1915, the towns of Sydney Mines, North Sydney, Florence, and Little Bras d'Or, have been placed on the main line, instead of on a branch.

The length of the railway main line in operation is 1,518·39 miles; 66·92 miles are double-tracked. There are of passing sidings, 139·21 miles, and of other sidings and spurs, 387·43 miles.

FINANCIAL STATEMENTS.

CAPITAL ACCOUNT EXPENDITURE.

The expenditure on capital account during the fiscal year ended March 31, 1916, amounted to $7,635,050.25,* making the total capital expenditure on the whole Intercolonial Railway system as at present existing, $115,766,560.24.

The principal items charged to capital during the year were as follows (omitting cents): For new terminal facilities at Halifax, $3,162,304; for rolling stock, $2,500,000; for strengthening bridges, $700,000; for locomotive and car shops with equipment at Moncton, $81,467; for increased accommodation along the line, $102,000; for increased accommodation at Truro, $14,806; for docks and wharves at Halifax, $30,000; for improvements at Lévis, $71,715; for safety appliances, $24,000; towards the construction of the Dartmouth to Deans Railway, $330,360; for double-tracking Chaudière Curve to St. Romuald, $29,401; for North Sydney-Leitches Creek diversion, $59,990; for elimination of level crossings and grades, Moncton, $83,657; for new car ferry and dock at Mulgrave, $343,850; for Bathurst spur line, $62,400; for new coaling plant at Lévis, $75,000.

REVENUE ACCOUNT EXPENDITURE.

The expenditures on revenue account—working expenses—are grouped under six main heads, each divided into a number of sub-heads.

These expenditures for the fiscal year ended March 31, 1916, were as follows: Maintenance of way and structures, $2,499,894.09, against which is a credit of $10,115.89 for maintaining joint tracks, yards and other facilities, leaving the net amount, $2,489,778.20; maintenance of equipment, $2,367,679.33; traffic expenses, $256,871.81; transportation (rail) expenses, $7,009,142.38, against which is a credit of $79,046.07 for operating joint yards and terminals, leaving the net amount, $6,930,096.31; transportation (water line) expenses, $50,619.83; miscellaneous, $152,058.44; general expenses, $304,391.92. The aggregate of the expenditures under these heads for the year was $12,551,495.84.

In the above expenditures there were included the following items (omitting cents): Maintenance of way and structures: for roadway maintenance, $228,956; for bridges, trestles and culverts, $151,022; for track-laying and surfacing, $586,357; for ties, $333,157; for rails, $245,377; for ballast, $88,289; for removal of snow, ice

* The Comptroller of Government Railways shows capital expenditure, $7,643,265.40; the difference, $8,215.15, is due to his inclusion of certain Exchequer Court awards, etc., omitted in his statements for the previous year, but included in the statement for that year of the accountant of the department.

and sand, $139,528. Maintenance of equipment: for locomotive repairs, $666,163; for locomotive renewals, $133,333; for shop machinery, $68,093; for passenger cars, repairs, $359,602, renewals, $66,666; for freight cars, repairs, $847,353, renewals, $100,000. The traffic expenses included: for advertising, $43,273, and for outside agencies, $119,400. The transportation expenses included: for station employees, $936,843; for yard conductors and brakemen, $249,347; for yard enginemen, $149,717; for fuel for yard engines, $235,739; for engine-house expenses (train), $304,928, (yard), $47,633; for train enginemen, $738,338; for trainmen, $944,362; for fuel for road engines, $1,990,319; for train supplies and expenses, $234,038. The general expenses included salaries and expenses of clerks and attendants, $116,459, and pensions, $93,641.

Details of expenditure will be found in the report of the Comptroller, Part VI of the appendices.

GENERAL NOTES.

The mileage of the railway for the year was 1,526·82 miles, an increase of 77·96 miles.

The total engine mileage was 9,705,642; the total train mileage was 7,890,939, and the total car mileage, 125,915,220.

The gross earnings of the railway for the year amounted to $14,068,791.41, derived as follows:—

The passenger earnings were $4,010,879.58; the freight earnings, $9,200,339.21; the mail and express earnings and miscellaneous, $857,572.62.

The gross earnings per mile of railway were $9,181.53; per engine mile, $1.45; per train mile, $1.87; and per car mile, 11·13 cents.

Comparing the earnings for the twelve months ended March 31, 1915, with the corresponding period ended March 31, 1916, the gross earnings for the latter year show an increase of $2,623,918.27. The passenger traffic shows an increase of $718,962.62; the freight traffic an increase of $1,889,574.10; the mails, express traffic and miscellaneous, an increase of $15,381.55. The increase per mile of railway was $1,282.09, and per train mile, 35 cents.

The expenses per mile of railway were as follows: Maintenance of way and structures, $1,630.74; maintenance of equipment, $1,550.77; traffic expenses, $168.24; transportation expenses, $4,539.03; general expenses, $199.37; a total of $8,187.74.

The expenses per train mile were: Maintenance of way and structures, 31·55 cents; maintenance of equipment, 30·00 cents; traffic expenses, 3·26 cents; transportation (rail) expenses, 87·82 cents; general expenses, 3·86 cents; miscellaneous operations, 1·93 cents; total, 151·96 cents.

The ratio of expenses to gross earnings was as follows: Maintenance of way and structures, 17·70 per cent; maintenance of equipment, 16·83 per cent; traffic expenses, 1·83 per cent; transportation expenses, 49·26 per cent; miscellaneous operations, 1·08 per cent; general expenses, 2·16 per cent.

The number of passengers carried was 4,124,387, an increase compared with the previous year of 511,016. There was an increase of 507,989 in the number of local passengers, and of 3,037 in the number of through passengers.

Of revenue producing freight 5,447,220 tons were carried, an increase compared with the previous year of 918,218 tons.

Details of the principal items of freight will be found in the statements of the Comptroller, Appendix VI, classified as follows: products of agriculture, 746,213 tons, an increase of 126,486 tons; animals and their products, also poultry, game and fish, 133,730 tons, an increase of 3,197 tons; products of mines, 1,685,903 tons, an increase of 290,088 tons; products of forest, 1,244,067 tons, an increase of 113,477 tons; manufactures and miscellaneous, 1,637,307 tons, an increase of 384,970 tons; in all, 5,447,220 tons, an increase of 918,218 tons.

The above included 2,822,900 barrels (282,290 tons) of flour, and 6,537,213 bushels (143,675 tons) of grain.

The rolling stock equipment will be found specifically described in the report of the mechanical accountant in Appendix VI. Included in the purchases of the year were 24 locomotives bought on capital account, 1,000 freight cars and 15 passenger cars purchased on consolidated revenue account, and 18 passenger cars on equipment renewal account. The number of locomotives on March 31, 1916, was 434; passenger cars, 566; and freight cars, 15,863; the work cars numbered 378.

The value of stores on hand at the close of the year was $1,755,994.47, comprising ordinary stores and fuel, $1,219,730.67, and roadway and bridge material, $536,263.80.

COMPARATIVE STATISTICS, YEARS 1914-15 AND 1915-16.

In 1914-15, the average tons of freight carried per train, producing revenue, was 257·09, and the number of passengers, 58·16; in 1915-16, the average freight tonnage was 327·86, and passengers, 64·15.

In 1914-15, the average tons per loaded car, producing revenue, was 16·77, and the number of passengers, 8·70; in 1915-16, the number of tons was 19·22, and of passengers, 9·24.

The number of tons per train, all freight, in 1914-15, was 263·92, and in 1915-16, 332·62.

The number of tons per car, all freight, in 1914-15, was 13·78, and in 1915-16, 15·95.

The average distance each ton of freight was carried in 1914-15 was 247·26 miles, and in 1915-16, 280·58. The average distance passengers were carried in those years was 48·76 miles and 48·21, respectively.

The average number of loaded cars per train in 1914-15 was 15·33 cars of freight, and 6·68 cars of passengers; in 1915-16, the number of freight cars per train was 17·05, and of passengers, 6·94.

The average number of empty cars per train in 1914-15 was 3·83, and in 1915-16, 3·79.

In 1914-15, the average of train miles per mile of road was, for freight trains, 3,208·73, and for passenger, 1,990·45: in 1915-16, these figures were, respectively, 3,137·84 and 2,029·72.

In 1914-15, the average per mile of road of revenue producing freight carried one mile was 799,433·93 tons, and passengers, 121,609·14; in 1915-16, the figures were, freight, 1,028,785·12 tons, and passengers, 130,201·02.

The number of tons all freight, per mile of road, carried one mile in 1914-15 was 820,680·22, and in 1915-16, 1,043,694·43.

The train mileage in 1914-15 was: passenger, 3,027,348 miles; freight, 4,505,162 miles; and in 1915-16, passenger, 3,099,463 miles; freight, 4,791,476 miles.

The loaded car mileage in 1914-15 was 69,047,776 miles, and in 1915-16, 81,714,686 miles.

The empty car mileage in 1914-15 was 17,241,555 miles, and in 1915-16, 18,178,425 miles.

The caboose car mileage in 1914-15 was 4,237,833 miles, and in 1915-16, 4,515,858 miles.

The total car mileage in 1914-15 was: passenger, 20,240,606 miles, and freight, 90,527,164 miles; in 1915-16 the figures were: passenger, 21,506,251, and freight, 104,408,969.

The total freight moved in 1914-15 was 4,808,836 tons; of this quantity 4,529,002 tons were revenue producing. In 1915-16 the total freight moved was 5,680,178 tons, of which 5,447,220 tons were revenue producing.

Repairs to passenger cars cost, per car, in 1914-15, $738.11, or per car mile, 1·84 cents; and in 1915-16, $717.77, or per car mile, 1·67 cents.

Repairs to freight cars cost, per car, in 1914-15, $55.62, or per car mile, 0·86 of a cent; and in 1915-16, $60.12, or per car mile, 0·81 of a cent.

Repairs to locomotives cost, per locomotive, in 1914-15, $2,255.09, or per locomotive mile, 9·39 cents; and in 1915-16, $1,930.91, or per locomotive mile, 6·86 cents.

PRINCE EDWARD ISLAND RAILWAY.

This is a narrow gauge railway, 3 feet 6 inches. It extends from Tignish to Georgetown, 158·60 miles, and from Charlottetown to Murray Harbour, 52·30 miles, with branches to Souris, Elmira and Cape Traverse. The length of the road operated was 274·6 miles.

CAPITAL ACCOUNT.

There was an addition of $1,350,472.73 to the expenditure on capital account during the year ended March 31, 1916, making the total capital expenditure $10,841,372.44. The principal item was $1,322,593.34 for the car ferry between Carleton Point, P.E.I., and Cape Tormentine, N.B., on the mainland.

REVENUE ACCOUNT.

The gross earnings amounted to $390,926.82, and the working expenses to $545,020.62, leaving a deficiency of $154,093.80. Compared with the previous year, there was a decrease of $24,568.62 in the gross earnings, and a decrease of $53,206.35 in the working expenses.

The expenditure on revenue account (working expenses) is classified under five heads, with their several sub-heads. It is comprised in the following: Maintenance of way and structures, $144,865.30; maintenance of equipment, $85,304.79; traffic expenses, $10,686.59; transportation expenses (rail), $283,068.70; and general expenses, $18,095.24.

The number of passengers carried was 412,535, a decrease compared with the previous year of 10,961, and this traffic produced $181,518.96, a decrease of $2,897.29. Of freight 118,862 tons were carried, a decrease of 6,310 tons. The freight earnings amounted to $181,518.96, a decrease of $2,897.29. The earnings from mail and express amounted to $34,953.34, a decrease of $8,503.70.

The engine mileage was 455,503 miles; the train mileage 367,614 miles; the car mileage 2,280,639 miles.

The gross earnings per mile of railway amounted to $1,422.07; per engine mile, 36 cents; per train mile, $1.06; and per car mile, 17·14 cents.

The working expenses per mile of railway aggregated $1,982.61, and per train mile, 148.26 cents.

The value of stores on hand on March 31, 1916, was $54,045, comprised in ordinary stores, including fuel, $35,595.04, and road material, $18,450.46.

Details will be found in the reports of the Comptroller and other officers, in the appendices, Part VI.

WINDSOR BRANCH.

This road runs from Windsor Junction, on the Intercolonial Railway, to Windsor, N.S. It is 32 miles in length.

The road is leased to the Dominion Atlantic Railway Company (C.P.R.) for a period of 99 years from January 1, 1914, at an annual rental of $22,500.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

Under an agreement, dated March 18, 1915, ratified by the Act of 1915, chap. 16, and under an Order in Council of May 12, 1915, this railway has been purchased by the Government, as part of the Government Railway system, for the sum of $270,000. The agreement provided that it should be held to have come into force on August 1, 1914, and that the Government should have the right to sole possession, to operate the road, and to receive all its revenues, until the transfer is completed and the purchase price paid. The transfer has not yet been completed, but the road was taken over on August 31, 1914, and has since been operated by the Government.

The road is 36·05 miles in length, and runs from Sackville to Cape Tormentine, N.B., forming a connection between the Intercolonial Railway and the new car ferry which will be operated between Cape Tormentine and Carleton Point, on Prince Edward Island.

The working expenses to March 31, 1916, amounted to $76,844 63, and the gross earnings to $50,414.34, leaving a deficit of $26,430.39. In addition, $10,186.29 was paid from capital as interest at 4 per cent from August 1, 1914, to July 31, 1915, on the purchase price, pending its payment.

During the fiscal year the sum of $24,999.97 was expended to bring the road up to the standard of the Intercolonial branch lines. Details as to working expenses, traffic, etc., will be found in the reports of the General Manager of Government Railways and other officers, Appendix VI.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

Under an agreement, dated August 1, 1914, ratified by the Act of 1915, chap. 16, and under an Order in Council of August 27, 1914, a lease of this railway has been entered into by the Government for a term not exceeding five years, at an annual rental of $90,000, payable half-yearly, with option of purchase at any time within that period for the sum of $2,700,000. The road was taken over, as part of the Government Railway system, on August 1, 1914. It is 111·30 miles in length, extending from the Intercolonial Railway at Campbellton, N.B., to St. Leonards, N.B.,

During the fiscal year the sum of $2,637.47 was expended on capital account to bring the road up to the Intercolonial Railway standard for branch lines. The working expenses amounted to $116,651.38, and the gross earnings to $104,623.49, leaving a deficit of $12,027.89. In addition to the working expenses, the sum of $90,000 was paid as rental.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways, and other officers, Appendix VI.

ST. JOHN AND QUEBEC RAILWAY.

By the Act of 1912, chapter 49, a certain agreement, dated the 5th of March, 1912, made on behalf of the Dominion and the province of New Brunswick and the St. John

and Quebec Railway Company for leasing to the Dominion, for a term of ninety-nine years, the company's railway, when fully constructed, from the city of St. John, N.B., to a point of connection with the Transcontinental Railway at or near the town of Grand Falls, N.B., was ratified; the Act to come into force on proclamation by the Governor in Council. The agreement provided that the railway should be completed and equipped by the 1st of November, 1915; further, that on construction and equipment of certain sections, the Dominion would lease and operate the same.

The road extends from Centreville to Gagetown, 119·87 miles. The portion from Centreville to Fredericton was taken over for operation by the Canadian Government Railways on January 1, 1915, and the portion from Fredericton to Gagetown on March 2, 1915.

The working expenses amounted to $90,757.13 and the gross earnings to $57,742.71, leaving a deficit of $33,014.42.

Details as to working expenses, earnings, traffic, etc., will be found in the reports of the General Manager of Government Railways and other officers, Appendix VI.

HUDSON BAY RAILWAY.

This railway will run from The Pas, Manitoba, a point on the river Saskatchewan where connection is made with the Canadian Northern Railway system, to Port Nelson, on the western coast of Hudson bay.

The work of construction for the first 185 miles, from The Pas to Thicket Portage, was placed under contract in August, 1911. A contract for a further distance of 68 miles, from Thicket Portage to Split Lake Junction, was let on September 20, 1912, and a third contract, covering the distance, 165 miles, from Split Lake Junction to Port Nelson, on December 17, 1912, a total distance of 418 miles.

The final location into Port Nelson was completed in August, 1914, making the total length of the line from The Pas to Port Nelson, 424 miles. By the end of the fiscal year, March 31, 1916, grading had been completed to mile 378, or within 47 miles of Port Nelson; the track had been laid and the telegraph line built up to mile 241, the first crossing of the river Nelson, Manitou rapids; the cantilever bridge at this point has a total length of 608 feet, and is practically completed. The right of way has been cleared to mile 395.

The work of constructing the terminals for the railway at Port Nelson has been carried on by the Department with a force under an engineer in charge, whose report will be found with the report of the Chief Engineer in Appendix III.

The construction of the permanent deep water works, giving connection between the mainland and deep water, by a system of steel bridges, seventeen spans, has made rapid progress.

In this connection it is important to note that in the season of navigation of 1915 occulting acetylene gas beacon lights, visible at a distance of 8 miles, were established

by the Department of Marine and Fisheries at a number of points in Hudson bay and Hudson straits, as follows: On the cliff at the north end of Goodwin island; on Resolution island (Hatton headland); at the east extremity of Wales island; on the eastern end of Rabbit island (at the entrance to Ashe inlet); on the west end of Charles island; on the south end of Nottingham island; on the northwesterly island of the Digges group. All the above are in Hudson straits. In Hudson bay itself the following lights were established: On the north end of Mansel island; on the south-east point of Coats island; on the north end of Cape Tatnam; and on Nelson shoal, approaching Port Nelson; this last is visible for a distance of 11 miles.

Communication with Port Nelson is afforded by means of Marconi wireless stations established at that point and at The Pas.

The expenditure for the fiscal year ended March 31, 1916, was $4,889,131.77, making the total expenditure up to that date, $15,749,908.43.

NATIONAL TRANSCONTINENTAL RAILWAY.

Under an agreement, dated July 29, 1903, ratified by the Dominion Act of that year, chap. 71, and under a modifying agreement dated February 18, 1904, ratified by the Act of that year, chap. 24, the Grand Trunk Pacific Railway Company, a company incorporated by the Act of 1903, chap. 122, have undertaken certain obligations in respect of the construction and operation of a line of railway, wholly upon Canadian territory, between the city of Moncton, in the province of New Brunswick, and the navigable waters of the Pacific ocean. The railway is composed of two divisions, namely, the eastern division, between Moncton and Quebec, thence westerly through the northern part of the provinces of Quebec and Ontario, and, in the province of Manitoba, to the city of Winnipeg, and the western division, between Winnipeg and the Pacific ocean. The eastern division is being constructed by the Government under commissioners appointed by the Governor in Council, and on completion is to be leased to and maintained and operated by the company, who undertake to construct at their own cost, and maintain and operate, the western division. The lease of the eastern division is to be for a period of 50 years, at a rental of three per cent per annum upon the cost of its construction; the first seven years of the term to be free of rent; both divisions are to be equipped with modern and ample rolling stock by the company, the first equipment to be of a value of not less than $20,000,000.

By way of assistance to the company in the construction of the western division, it is provided that the Government shall guarantee payment of the principal and interest of an issue of bonds to be made by the company for an amount sufficient to produce a sum equal to 75 per cent of the cost of its construction; but not to exceed $13,000 per mile in respect of the prairie section from Winnipeg to the eastern limit of the Rocky mountains. This limit has been established as the east bank of Wolf creek, a point 120 miles west from Edmonton.

By the Act of 1905, chap. 98, three deeds of trust by way of mortgage, set out in the said Act, were ratified and confirmed, namely, one dated June 10, 1905, between

the Grand Trunk Pacific Railway Company, the Royal Trust Company, and His Majesty, to secure the issue of first mortgage bonds; the second dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of second mortgage bonds, and the third, also dated March 15, 1905, between the Grand Trunk Pacific Railway Company, the National Trust Company, and the Grand Trunk Railway Company, to secure the issue of first mortgage bonds in respect of the branch line designated as the "Lake Superior Branch."

Payments from the proceeds of the bonds of the company for work done, etc., on the western division, are made from time to time on certificates given by the Government Chief Engineer of this division, showing approved expenditures.

By the Act of 1909, chap. 19, authority was given for aiding in the completion of the construction of the "prairie" section by a loan to the company of $10,000,000, to be secured, as collateral, subject to any prior lien, by a mortgage on the "prairie" section of their road; such loan to bear interest at the rate of 4 per cent per annum, and to be repayable in ten years.

This loan, which is dealt with by the Finance Department, was duly made; the mortgage deed being dated May 22, 1909.

By the Act of 1913, chap. 23, authority was given for a loan to the company not exceeding $15,000,000, at 4 per cent interest, the loan being repayable by July 1, 1923. Under this authority, $15,000,000 has been advanced to the company. Its debentures to an equal amount have been taken by the Government in pledge as security for this loan, as provided by the Act.

By the Act of 1913, chap. 24, authority was given for the purchase of 3 per cent bonds of the company to the extent of the balance of the authorized issue. Such balance, to the amount of £6,800,000, has been purchased by the Government.

By the Act of 1914, chap. 34, authority was given for the guarantee of the principal and interest of an issue of four per cent bonds to be made by the company for the purpose of aiding the provision of the balance of moneys required for the completion of the "Mountain Section" to provide for expenditures not exceeding $16,000,000; such bonds to be secured by a new trust deed granting mortgages or charges upon the present and future undertakings and properties of the company; such guarantee to be accepted as a full, final and satisfactory settlement of all claims by the company for further aid in respect of the construction of the western division.

In pursuance of this Act, a trust deed securing the issue of bonds to the amount of £3,280,000, was executed on August 5, 1914.

The several Government expenditures on the eastern division are to be made from appropriations by Parliament for the purpose, and on the recommendation of the Minister of Railways and Canals, to whom accounts of all receipts, expenditures and liabilities are to be furnished monthly.

The Board of Commissioners are required to furnish annually a report to the Governor in Council, through the Minister of Railways and Canals, showing the receipts and expenditures of the year, and other information as to the railway, which report is to be submitted to Parliament.

The headquarters of the board are in the city of Ottawa.

By various Acts and Orders in Council, the time for completion has been extended, and by the Act of 1914 (the Grand Trunk Pacific Railway Guarantee Act), sec. 11, it was provided that "notwithstanding anything contained in the said trust deed of tenth of June, 1905, or in any Act or Order in Council heretofore passed, the date for completion of the western division shall be the 31st of December, one thousand nine hundred and fifteen." By sec. 2 of this Act, the "Western Division" was defined as extending from the city of Winnipeg to the Pacific ocean.

By the Act of 1912, chap. 39, the construction of the eastern division, and its operation, until completed and leased to the Grand Trunk Pacific Railway Company, was placed under the charge and control of one commissioner (in place of four) to be appointed by the Governor in Council, and to hold office during pleasure. By an Order in Council, dated April 4, 1912, Mr. R. W. Leonard, C.E., the Chairman of the Commission as then existing, was appointed as such commissioner. Mr. Leonard having resigned, the Minister of Railways and Canals was appointed commissioner by an Order in Council of July 3, 1914, as authorized by the Act of that year, chap. 43.

The twelfth report of the board, namely, for the fiscal year ended March 31, 1916, has been prepared, and will be laid before Parliament in due course. It is printed as a separate report.

EASTERN DIVISION.

(*Moncton to Winnipeg.*)

The total mileage from Moncton, N.B., to the west side of Water street, Winnipeg, is 1,804·52 miles. This, however, includes the Quebec bridge over the river St. Lawrence, in course of construction, the length of which will be 1·10 mile. Track laying between Moncton and Winnipeg was completed (with the exception of the Quebec bridge) in November, 1913, the last spike being driven on the 17th of that month.

Pending the completion of the Quebec bridge, the communication across the river will be made by a train ferry.

The total expenditures by the commissioners during the fiscal year ended March 31 1916, on the eastern division, amounted to $5,424,517.06, against which is credited for rental of the line from Lake Superior Junction to Winnipeg, operated by the Grand Trunk Pacific Railway Company from September 1, 1912, to April 30, 1915, the sum of $1,501,333.33, and outstanding accounts in favour of that company $24,719.85, leaving the cash expenditure $3,898,463.88, making their total

expenditure from the date of their organization in September, 1904, to March 31, 1916, $156,701,209.65, which includes $36,182.91 for operation in the year 1912-13 of the section from Moncton to Edmundston, N.B. Detail summaries of the expenditures during the past fiscal year are furnished by the accountant of the commission.

The statement of the accountant of the department (Part I of the Appendices) shows the capital expenditure on the eastern division for the year ended March 31, 1916, to be $7,078,451.69 (including $3,179,987.81 for rolling stock), and the total expenditure on capital up to that date, $159,881,197.46.

During the year 1913-14 the road was operated to a limited extent by the Intercolonial Railway, for the distance 285·25 miles, between Moncton, N.B., and Escourt, Que., a point 54·85 miles west of Edmundston, N.B. During the fiscal year 1914-15 the operation of the road was carried on by the Intercolonial Railway between Moncton and Chaudière, a distance of 455·15 miles.

On May 1, 1915, the National Transcontinental Railway from the city of Quebec to Winnipeg, a distance of 1,355·95 miles, was taken over for operation as part of the Canadian Government Railway system, and was put in operation as such on June 1, 1915.

On July 1, 1915, the Lake Superior branch, between Lake Superior Junction on the Transcontinental Railway and Fort William, Lake Superior, 192·09 miles, was taken over for operation by the Canadian Government Railways, having been leased by the Government from the Grand Trunk Pacific Railway Company.

Authority for the leasing of this branch by the Government was given by the Act of 1915, chapter 18, which provided that any contract for leasing for more than five years, or for the acquisition of the branch, was to be subject to ratification by Parliament.

Under authority of an Order in Council of June 2, 1915, a contract was entered into, dated June 29, 1915, for leasing the branch for 999 years from May 1, 1915, at a rental of $600,000 a year, payable half-yearly, the first payment to be made on November 1, 1915. The contract provided for an option to the Government for the purchase of the branch for $13,333,333.33 at any time after March 31, 1936, on notice of one year; the lease to be ratified before June 1, 1920.

The whole line between Moncton and Winnipeg is operated by the Canadian Government Railways, the distance being 2,002·71 miles, including the Lake Superior branch.

The working expenses amounted to $3,860,528.75, and the gross earnings to $3,758,387.39, leaving a deficit of $102,141.36. In addition, $300,000 was paid as rental for the Lake Superior branch, and a further sum of $250,000 was charged up to meet the rental for the five months ending March 31, 1916, though not payable until May 1, 1916.

Details will be found in the statements of the Comptroller and Treasurer of Government Railways, herewith (Appendix, Part VI).

WESTERN DIVISION.

The Western Division extends from the western boundary of the Winnipeg terminals, on the east bank of the river Assiniboine, in the city of Winnipeg, to the city of Prince Rupert, on the Pacific coast, a distance of 1,745 miles.

It is divided into two sections, namely, the "Prairie Section," extending from Winnipeg to the east bank of Wolf creek—a point 120 miles west of Edmonton, the capital of the province of Alberta—a distance of 915 miles, and the "Mountain Section," which extends from the east bank of Wolf creek to Prince Rupert, a distance of 830 miles. The terminals extend for a further distance of 3¼ miles around the water front of the city of Prince Rupert.

This division is in course of construction by the Grand Trunk Pacific Railway Company, under the Government guarantee agreements above mentioned. The Government chief engineer of the division, on whose certificates payments are made to the company, is Sir Collingwood Schreiber, K.C.M.G., whose report, showing the position of the work at the close of the fiscal year, March 31, 1916, will be found printed in the appendices hereto, Part IV. From this report it appears that the position of the work is as follows:—

PRAIRIE SECTION.

In order to carry out the contract requirements, work to the estimated value of $2,372,500, covering the making up of embankments, ballasting, passenger station and yard at Edmonton, and the erection of permanent structures on the first 280 miles west from Winnipeg, still remained to be done at the close of the fiscal year.

In this connection, it has to be noted that in his previous report for 1914-15, the chief engineer set down the aggregate value of the works required to complete the Prairie section according to contract as about $950,000. He now gives specific values of items, and, further, includes the sum of $1,200,000 for the erection of permanent in place of temporary structures west of Winnipeg, thus increasing the total amount as now stated.

He observes that if temporary structures be admitted, and a joint use of the Edmonton station and yard be legalized, his estimate of the cost to complete the section would be reduced to $737,500.

MOUNTAIN SECTION.

The work remaining to be done includes the filling in of temporary trestles, certain ballasting, roundhouses, machine shops, completion of divisional stations, and further facilities at the Prince Rupert terminals. The estimated cost to complete the section is $3,047,770.

TOTAL EXPENDITURE.

The approved and certified expenditure up to March 31, 1916, amounted, on the "Mountain Section" to $93,160,195.76, of which the amount paid to the company was $70,769,300.85, including interest, and on the "Prairie Section" up to October 31, 1907, to $15,556,482.84, of which the percentage payable was $10,335,482.92. No further certificate has been issued for this section.

The whole division between Winnipeg and Prince Rupert has been operated since September 6, 1914.

QUEBEC BRIDGE.

On August 29, 1907, the cantilever bridge in course of construction over the river St. Lawrence by the Quebec Bridge and Railway Company (originally commenced under a subsidy of $1,000,000 authorized by the Act of 1899, chapter 7, and a subsidy agreement, dated November 12, 1900), collapsed.

Under the terms of an agreement with the company, dated October 19, 1903, ratified by the Act of 1903, chapter 54, the Government had undertaken to guarantee the principal and interest of the bonds or other securities of the company to the limit of $6,678,200, the company releasing claim to the balance remaining unpaid of the said subsidy; such guarantee to be secured by mortgage on the company's franchises, tolls and property. On February 1, 1904, a mortgage trust deed was executed, conveying to the Royal Trust Company (Montreal) as trustees, all the property and franchises of the company, and providing for the issue of bonds accordingly.

It was provided in this agreement that the Government should have the right at any time, on one month's notice, to take over the company's undertaking, assets, property and franchises, on paying the shareholders the amount of their stock at par not exceeding $265,585.70, with simple interest at 5 per cent and a premium of 10 per cent on the par value of the paid-up shares.

Of the said subsidy of $1,000,000, there had been paid to the company a total of $374,353.33 prior to the execution of the above agreement, and subsequent to its execution, payments were made from the proceeds of their bonds on certificates of the Government engineer covering work done and materials delivered.*

After the collapse of the bridge, the right of the Government to take over the company's undertaking was exercised under the authority of an Order in Council of August 17, 1908. The date of assumption was December 1, 1908. The total of the amounts paid by the Government to the several shareholders for their shares was $355,279.07, payment being made to the parties concerned in November, 1908. The deed of assignment and transfer from the company to the Government was dated October 18, 1909.

* The history of the Government's connection with the bridge prior to its collapse is given in the Department Annual Report of 1907-8, p. xlvii

Under authority of an Order in Council of August 17, 1908, a board of three engineers was constituted for preparation of a new design and specification, and for the reconstruction of the bridge, with powers to call in expert engineers as advisers on points of difference that might arise.

In June, 1910, the formal call for tenders was made by newspaper advertisement. In response, 35 different propositions were submitted, which were duly considered by the board, who, finally, after calling in advisory engineers, recommended the acceptance of an alternative design sent in by the St. Lawrence Bridge Company (with whom are associated the Dominion Bridge Company and the Canadian Bridge Company). This design the board considered to possess certain features of strength, simplification of erection, economical distribution of material, and general appearance which, in their opinion, would produce a bridge that "would compare most favourably with the highest type of long-span bridges in existence." By an Order in Council of March 31, 1911, authority was given for entrance into contract with the conjoined companies named, and such contract was executed under date April 4, 1911. The contract price is 9·02 cents a ton, and will aggregate about $8,650,000, a saving of about $2,600,000 having been effected by the elimination of the highways for vehicular traffic contemplated in the original design; the contract date for completion is December 31, 1915.

The bridge will have a total length of 3,228 feet, or about three-fifths of a mile. The centre span will be 1,800 feet long; the length of the suspended portion of it being 640 feet. This span will, for a length of 760 feet over the channel of the river, have a height of 150 feet between its lower members and the high water level of the river. The two cantilever arms will each be 580 feet long. The width of the bridge between trusses will be 88 feet. The bridge will comprise a double-track railway and two sidewalks for foot passengers.

Under date January 10, 1910, a contract for the substructure was entered into with Messrs. M. P. and J. T. Davis, whose tender was the lowest of three obtained after newspaper advertisement calling for tenders; and supplementary agreements necessitated by changes in the caisson design and in the location of the north anchor pier, were made with them on May 23, 1910, and September 2, 1911.

The Board of Engineers for reconstruction, as originally constituted, has been modified by retirements and is at present composed as follows: Charles N. Monsarrat, M. Can. Soc. C.E., chairman and chief engineer; Ralph Modjeski, Am. Soc. C.E., and C. C. Schneider, Can. Soc. C.E., and past president Am. Soc. C.E.

The headquarters of the board are in Montreal.

The report of the chairman and chief engineer for the year ended on March 31, 1916, will be found printed in the appendices hereto, Part V.

The report shows that during the year the whole structure was completed, with the exception of the suspended span which was being erected at a point about 3 miles down the river.

Plans and photographs will be found at the end of this report.

The expenditure during the fiscal year ended March 31, 1916, was $2,746,813.70, paid out of capital, making the total capital expenditure on the reconstruction of the bridge, $10,510,906.84. Expenditure had previously been made from income, namely, for the year 1908-9, $422,867.12 (in which is included the amount, $355,279.07, paid for acquiring the stock of the Quebec Bridge and Railway Company, and $31,765.44, the expenses of the commission of inquiry into the causes of the collapse of the old structure), and for the year 1909-10, $111,788.02 for the preparation of plans, etc., or a total of $534,655.14, against which there is credited the sum of $100,000 paid in 1910 to the Government by the Phœnix Bridge Company, the contractors for the original superstructure, in the final adjustment of claims arising out of the collapse. The total net expenditure by this department up to March 31, 1916, after crediting the sum of $91,188.10, the proceeds of the sale of scrap and unused material from the collapsed bridge, is $10,945,561.98. This is irrespective of the amount of subsidy, $374,353.33, paid to the Quebec Bridge Company as above mentioned, and of the amounts paid by the Finance Department (namely, for the guaranteed bonds of the company, $6,424,781.00; to the Province of Quebec, $250,000; to the City of Quebec, $300,000; and $485.20, an award of the Supreme Court, in all $6,975,266.20), making the total expenditure $18,295,181.51.

WELLAND SHIP CANAL.

This important work has for its object the affording of greater and better accommodation for a larger class of vessels than those that can be used on the present canal.

The present canal lies between Port Colborne, Lake Erie, and Port Dalhousie, Lake Ontario. Its length is 26¾ miles, and comprises 25 lift locks, the dimensions of which are 270 feet by 45 feet, with a depth of 14 feet of water on the sills.

The proposed Welland ship canal as finally located follows the course of the present canal from Port Colborne on lake Erie to Allanburg, half way across the peninsula. From this point an entirely new cutting is to be made, crossing the present canal just below lock No. 25, the water level of the two canals at this point being the same, viz.: 568 feet above sea level. The new canal again crosses the present one below lock No. 11, the water of both canals at this point being at an elevation of 382 feet above sea level.

The proposed canal enters lake Ontario at the mouth of the Ten Mile creek about three miles east of Port Dalhousie. The total length of canal from lake to lake is 25 miles; and the difference in level between the two lakes 325½ feet, is to be overcome by seven lift locks, each having a lift of 46½ feet. The dimensions of the locks are to be 800 feet in length by 80 feet in width in the clear and with 30 feet of water over the mitre sills at extreme low stages in the lakes. The width of the canal at the bottom will be 200 feet and, for the present, the canal reaches will be excavated to a depth of 25 feet only, but all structures will be sunk to the 30-foot depth, so that the canal can be deepened at any future date by dredging out the reaches.

A new western breakwater will be built at Port Colborne to ensure quiet water in the harbour during storms.

The outer entrance piers in Lake Ontario will be placed about 1½ miles from shore, where the depth of water is 30 feet; a wide channel will be dredged out from these piers and an embankment formed on either side of it about 500 feet wide. The lock walls will be 82 feet high above the top of the gate sills.

The work is divided into 9 sections, of which section No. 1, approximately 3 miles, at the Lake Ontario end of the canal, was placed under contract on the 1st of August, 1913; section No. 2, approximately 4⅓ miles, was placed under contract on the 31st of December, 1913; section No. 3, approximately 2 miles, was placed under contract on the 4th of October, 1913; section No. 5 was placed under contract on the 22nd of December, 1913. A large quantity of work has been done, which is fully described in the report of the Engineer in Charge, and will be found in Appendix 6 herewith, together with a number of photographs and plans, at the end of the report.

During the year 1913-14 the sum of $994,257.60 was expended, during the fiscal year 1914-15, the sum of $4,074,200.69, and during the fiscal year 1915-16, $4,892,105.15, making the total expenditure $9,960,563.44; to this is to be added for previous expenditure, for preliminary surveys, borings, etc., $187,238.15, making the total cost up to the 31st of March, 1916, $10,147,801.59.

SUBSIDIZED RAILWAYS.

Information as to subsidized railways is given in the statements of the accountant and of the law clerk of the department, respectively, which will be found in the appendices hereto, Parts I and II. The accountant's statements show all payments made, year by year, since the beginning of the system of railway subsidies; the law clerk's statement shows the several subsidy agreements entered into during the past year, with certain details of the specification in each case.

The total payments made on subsidy account during the year ended March 31, 1916, amounted to $1,400,171.42, paid out of income.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

By the Act 3, Edward VII, chap. 58 (1903), amending and consolidating the law respecting railways, the Railway Committee of the Privy Council was abolished, and in lieu thereof a Board of Commissioners, under the above title, was created, to consist of three members (increased to six by the Act of 1908, chap. 62), to be appointed by the Governor in Council; this Act was brought into force on February 1, 1904, by proclamation, on the authority of an Order in Council, dated January 18, 1904, which also appointed certain persons as commissioners. By the Act of 1908, chap. 61, the jurisdiction of the board was extended to cover the operation of telegraph and telephone lines, and by the Act of 1908, chap. 62, certain amendments were made to its constitution and otherwise. By the Act of 1909, chap. 31, the board was empowered to determine the maximum price to be charged for electricity developed through water-powers leased from the Crown. An Act of 1910, chap. 50, amended certain provisions

of the Railway Act regarding the powers of the board, and the Act of the same year, chap. 57, extended the jurisdiction of the board to cover the fixing by it of the tariffs of wireless telegraph and marine electric telegraphs or cables. The Act of 1911, chap. 22, gave powers to the board to require from railway companies the establishment of a staff of fire-rangers, modified the previous enactments regarding the disposal of electricity developed through Government leased water-powers, and amongst other enactments, made provision for action, through the board, to ensure the efficient operation of subsidized railways. The office of the board is at Ottawa, though it is authorized to hold sessions in any part of Canada. Its decisions and orders are final, subject to appeal to the Supreme Court upon questions of jurisdiction or law, and also to action thereon by the Governor in Council, in his discretion.

It is required to make annually a report of its proceedings, which report is laid before Parliament. The report for the year ended March 31, 1916, has been received, and will be laid before Parliament in due course.

CANALS.

The total expenditure on the Dominion canals for the twelve months ended March 31, 1916, was $7,906,863.37, comprising $6,142,148.96 charged to capital, $397,664.95 charged to income, $800,977.56 for staff, and $566,071.90 for repairs; the last two items being charged to revenue.

The balance of rentals due on April 1, 1915, was $152,024.29. The rentals accrued during the year amounted to $297,015.26, making a total of $449,039.55. Of this amount, there was collected during the year a total, after deducting abatements aggregating $28,928.22, of $267,055.95. The balance remaining due on March 31, 1916, was $153,055.38. It should be observed that, as a general rule, rentals are payable in advance, this fact accounting, to a considerable extent, for the large amount of rental due at the end of each year.

The total revenue collected amounted to $446,722.21, the balance being made up of wharfage dues, fines, etc., and a total of $165,925.20 derived from the operation of the Port Colborne grain elevator on the Welland canal.

No tolls have been charged on any of the Dominion canals since 1903-4.

Summaries of these expenditures and receipts will be found in the statements furnished by the Accountant of the Department, printed in the appendices, Part I, of the present report.

The above figures relate to the fiscal year 1915-16, but very voluminous statistics relating to canal traffic, and various commercial statistics for the season of navigation of the year 1915, will be found in the "Canal Statistics," which are issued as a seperate report.

The principal facts of these statistics, summarized, are as follows:—

The total traffic through the several canals of the Dominion for the season of 1915 amounted to 15,198,803 tons, a decrease of 21,824,434 tons compared with the previous year; 250,836 passengers were carried, a decrease of 36,490.

The following features of the principal canal traffic during the season of 1915 will be of interest:—

On the Welland canal, 3,061,012 tons of freight were moved, a decrease of 799,957 tons. Of the total, 1,306,803 tons were agricultural products, and 308,660 tons were produce of the forest; of coal, 480,181 tons were carried; 2,841,059 tons were through freight, of which 2,155,304 tons passed eastward.

Of the through freight, Canadian vessels carried 1,916,015 tons, a decrease of 1,020,725 tons, and United States vessels 925,044 tons, an increase of 136,685 tons.

The total through freight passed eastward and westward through this canal to United States ports was 485,616 tons, a decrease of 23,463 tons compared with the year 1914.

The quantity of grain passed down the Welland and St. Lawrence canals to Montreal was 1,831,773 tons, a decrease of 6,031 tons, as compared with the previous year; no transhipments have been made at Ogdensburg since 1903.

On the St. Lawrence canals, 3,409,467 tons were moved, a decrease of 982,026 tons, of which 2,297,261 tons were eastbound through freight and 567,801 tons westbound freight; 1,204,523 tons were agricultural products, 1,025,821 tons coal, and 601,255 tons forest products.

On the Ottawa River canals, the total quantity of freight moved was 272,370 tons, a decrease of 62,762 tons, of which 155,669 tons were products of the forest.

On the Chambly canal, 478,707 tons were moved, an increase of 41,802 tons, of which 280,117 tons were produce of the forest and 113,988 tons of coal.

On the Rideau canal, 120,781 tons were carried, a decrease of 30,958 tons; 10,211 tons being produce of the forest and 7,514 tons coal.

On the St. Peters canal, 2,895 tons were carried, a decrease of 51,285 tons; 2,003 tons were coal. The canal was closed to public traffic, during the season of 1915, for the reconstruction of the lock.

On the Murray canal, 30,728 tons passed, a decrease of 53,179 tons.

On the Trent canal, 49,904 tons were moved, a decrease of 17,811 tons, of which 44,575 tons were produce of the forest.

On the St. Andrews lock, on the Red river, Manitoba, the volume of business was 21,982 tons.*

On the Sault Ste. Marie canal, the total movement of freight was 7,750,957 tons, being a decrease of 19,848,227 tons. There were 4,374 passages of vessels, the number of lockages being 3,496. Of wheat, 63,428,467 bushels, and of other grain, 24,911,588 bushels were carried; also 2,754,040 barrels of flour; 4,046,705 tons of iron ore; 480,181 tons of coal; and 27,621,000 feet, board measure, of lumber.

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* This work, which consists of a lock and dam on the Red river, about 15 miles north of Winnipeg, was built and is operated by the Department of Public Works. It affords communication between Winnipeg and lake Winnipeg. It is only mentioned here for statistical purposes.

The report of the chief engineer of the department, and the reports of the officers under his immediate control, which will be found in Part III of the appendices, give comprehensive information as to the several works under his charge, the principal of which are the Hudson Bay railway, the Trent canal, the new Welland ship canal, and the terminals of the Intercolonial Railway near Halifax.

RAILWAY STATISTICS.

The digest of the sworn statements of railway companies relating to their operations in Canada for the twelve months ended June 30, 1916, is prepared by the departmental comptroller of statistics, and is issued as a separate report.

CANAL STATISTICS.

The traffic statistics of the Dominion canals for the season of navigation of 1915 are compiled under the direction of the same officer, and are also issued as a separate report.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,
Deputy Minister.

APPENDICES

PART I

STATEMENTS OF THE ACCOUNTANT

SHOWING THE

EXPENDITURE AND THE REVENUE OF THE DEPARTMENT

FOR THE FISCAL YEAR 1915-16

AND ALSO PREVIOUS YEARS

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GENERAL SUMMARY of the Expenditure and Revenue for the fiscal year ending March 31, 1916; also for the previous years.

Total expenditure for the year $53,256,669.60.	
Railways, including Quebec bridge	$ 43,627,328 93
Canals	7,906,863 37
Railway subsidies	1,400,171 42
General expenditure	322,305 88
Total	$ 53,256,669 60

Revenue received $18,874,630.86.	
Railways	$ 18,427,908 65
Canals	446,722 21
Total	$ 18,874,630 86

The expenditure prior to and since Confederation to March 31, 1916, aggregates, on railways, $693,102,927.90; on canals, $158,112,633.71, and for general expenditure common to both railways and canals, $1,155,289.17; making a total expenditure of $852,370,850.78.

The total capital expenditure on railways, including Quebec bridge, is $377,146,699.09.

The total capital expenditure on canals amounts to $118,614,725.75.

The income expenditure of both railways and canals, including a sum of $74,157,821.59 for railway subsidies, amounts to $88,554,292.69, and the revenue expenditure to $268,352,006.15.

The grand total of the revenue received is $241,116,507.57, of which $224,912,659.39 was for railways and $16,203,848.18 for canals.

DEPARTMENT OF RAILWAYS AND CANALS,
July 25, 1916.

W. C. LITTLE,
Accountant.

EXPENDITURE.

GENERAL STATEMENT of the Expenditure of the Department of Railways and Canals during the Fiscal Year ending March 31, 1916.

	$ cts.	$ cts.
TOTAL EXPENDITURE—as per Statements, pages 10 and 11		53,256,669 60
Expenditure chargeable to Railways	40,562,635 41	
" " Railways General	317,879 82	
" " Quebec Bridge	2,746,813 70	
" " Railway subsidies	1,400,171 42	
Total expenditure, Railways		45,027,500 35
Expenditure chargeable to Canals	7,717,421 04	
" " Canals, General	189,442 33	
Total expenditure, Canals		7,906 863 37
General expenditure	322,305 88	322,305 88
Total expenditure		53,256,669 60
CLASSIFICATION OF EXPENDITURE IN GENERAL—		
Capital Account	30,044,217 85	
Revenue Account	20,775,829 68	
Income Account	1,036,450 65	
Consolidated Fund (railway subsidies) Income	1,400,171 42	
Total expenditure		53,256,669 60
CLASSIFICATION OF EXPENDITURE BY ACCOUNTS—		
Railways—		
Capital expenditure—Railways	21,155,255 19	
" " Railways, General		21,155,255 19
Revenue expenditure—Railways	19,407,380 22	
" " Railways, General	1,400 00	19,408,780 22
Income expenditure—Railways, General	316,479 82	316,479 82
Quebec Bridge—		
Capital expenditure—Quebec Bridge	2,746,813 70	2,746,813 70
Railway Subsidies—		
Consolidated Fund—Railway subsidies	1,400,171 42	1,400,171 42
Total expenditure, Railways, $45,027,500.35.		
Canals—		
Capital expenditure—Canals	6,142,148 96	
" " Canals, General		6,142,148 96
Income " Canals	348,174 41	
" " Canals, General	49,490 54	397,664 95
Revenue " Canals Staff	697,532 44	
" " Canals Staff, General	103,445 12	
" " Canals Repairs	529,565 23	
" " Canals, Repairs, General	36,506 67	1,367,049 46
Total expenditure on Canals, $7,906,863.37.		
General Expenditure—Income account	322,305 88	322,305 88
Total expenditure		53,256,669 60

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

W. C. LITTLE,

Accountant.

REVENUE.

GENERAL STATEMENT of the Revenue received by the Department of Railways and Canals during the Fiscal Year ending March 31, 1916.

	$ cts.	$ cts.
TOTAL REVENUE RECEIVED DURING FISCAL YEAR		18,874,630 86
Revenue from Railways	18,427,908 65	
" Canals	446,722 21	
Total revenue as above		18,874,630 86
STATEMENT OF REVENUE RECEIVED, IN DETAIL—		
Railways—		
Intercolonial Railway	14,068,791 41	
International Railway of New Brunswick	104,623 49	
National Transcontinental Railway	3,758,387 39	
New Brunswick and Prince Edward Island Railway	50,414 34	
Prince Edward Island Railway	390,926 82	
St. John and Quebec Railway $ 57,742 71		
Less excess of revenue in 1914-1915 which should have been in Open accounts 2,977 51		
	54,765 20	
Total revenue from Railways		18,427,908 65
Canals—		
Welland Canal	79,776 79	
" Elevator, Port Colborne	165,925 20	
Welland Ship Canal	100 00	
Lachine Canal	143,929 22	
Beauharnois Canal	15,040 15	
Cornwall Canal	4,993 10	
Williamsburg Canal	1,885 00	
Soulanges Canal	3,597 00	
Chambly Canal	979 00	
Carillon and Grenville Canal	2,386 75	
Rideau Canal	9,124 43	
Trent Canal	17,830 33	
St. Peters Canal	2 00	
Sault Ste Marie Canal	493 00	
Murray Canal	215 00	
Ste. Anne's Lock and Canal	444 24	
Chats Falls Canal	1 00	
		446,722 21
Total revenue received during fiscal year		$ 18,874,630 86

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT of Expenditure on Canals for year ending March 31, 1916.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total Expenditure during year.
			Staff.	Repairs.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Carillon and Grenville			26,503 86	14,333 45	40,837 31
Chambly		8,499 68	34,968 33	37,179 03	80,647 04
Cornwall		4,809 26	84,618 78	41,103 58	130,531 62
Lachine	131,361 64		109,033 88	98,759 83	339,155 35
Murray			5,681 32	4,082 10	9,763 42
Rideau	615 00	49,979 07	61,068 44	84,808 40	196,470 91
Sault Ste. Marie			27,119 36	26,771 65	53,891 01
Soulanges	33,759 79	11,193 73	40,882 59	33,721 29	119,557 40
Ste. Anne's Lock			3,872 12	4,498 66	8,370 78
St. Ours Lock			4,204 70	4,497 73	8,702 43
St. Peters		207,807 99	1,460 78	22 51	209,291 28
Trent	1,013,359 84	29,959 19	50,836 68	44,457 82	1,138,813 53
Welland	70,747 54	35,925 49	213,443 22	108,166 26	428,282 51
Welland Ship Canal	4,892,105 15				4,892,105 15
Williamsburg			33,838 38	27,162 92	61,001 30
	6,142,148 96	348,174 41	697,532 44	529,565 23	7,717,421 04
GENERAL ON CANALS.					
Dredge vessels, Lachine				9,322 32	9,322 32
Dredge vessels, Rideau				25,532 40	25,532 40
Miscellaneous			3,277 45		3,277 45
Statistical Officers			34,943 55		34,943 55
Sunday Labour			41,991 45		41,991 45
Surveys and Inspections		21,190 39			21,190 39
Quebec Canals—					
Dredging		1,530 24			1,530 24
Dam at Valleyfield		25,976 49			25,976 49
Protection Walls N. Side Lake St. Francis		793 42			793 42
Maintenance			20,232 67		20,232 67
Hungry Bay Dyke				1,651 95	1,651 95
Miscellaneous—					
Compassionate allowances to families of deceased employees			3,000 00		3,000 00
		49,490 54	103,445 12	36,506 67	189,442 33
Total	6,142,148 96	397,664 95	800,977 56	566,071 90	7,906,863 37

Total on Canals, $7,906,863.37.

SESSIONAL PAPER No. 20

STATEMENT of Expenditure on Railways for Year ending March 31, 1916.

Name of Work.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue. Working Expenses.	Total.
RAILWAYS.	$ cts.	$ cts.	$ cts.	$ cts.
Hudson Bay Railway	4,889,131 77			4,889,131 77
Intercolonial Railway	7,635,050 25		12,551,495 84	21,702,441 66
" " Improvements and Betterments			1,515,895 57	
International Railway of N.B.	2,637 47		116,651 38	119,288 85
" " (Statutory)			90,000 00	90,000 00
National Transcontinental Railway	3,898,463 88		4,110,528 75	8,008,992 63
National " " (Statutory)			300,000 00	300,000 00
National " " (Rolling Stock, Statutory)	3,179,987 81			3,179,987 81
New Brunswick and Prince Edward Island Ry	24,999 97		87,030 93	112,030 90
New Brunswick and Prince Edward Island Ry., as per Act to amend the Government Railway Act and to authorize the purchase of certain railways Sec. No. 4	174,511 31			174,511 31
Prince Edward Island Railway	1,350,472 73		545,020 62	1,895,493 35
St. John and Quebec Railway			90,757 13	90,757 13
Total	21,155,255 19		19,407,380 22	40,562,635 41
Quebec Bridge	2,746,813 70			2,746,813 70
Railway Subsidies		1,400,171 42		1,400,171 42
GENERAL ON RAILWAYS.				
Railway Commission—Maintenance		161,757 29		161,757 29
" Statutory		49,500 00		49,500 00
" Cases		1,500 00		1,500 00
Surveys and Inspections		36,873 46		36,873 46
Railway Grade Crossing Fund		47,079 99		47,079 99
Attendance repairs and alterations to Governor General's Car		11,500 00		11,500 00
To pay expenses in connection with consolidation of Railway Act		1,171 75		1,171 75
Contribution of Government Railways to the Faculty of McGill University		2,500 00		2,500 00
Contribution of Government Railways to the Faculty of Polytechnic School Montreal		2,500 00		2,500 00
Remuneration to Government Director Grand Trunk Pacific Railway		2,000 00		2,000 00
Subscription to International Congress, Brussels		97 33		97 33
Compassionate allowances to families of deceased employees			1,400 00	1,400 00
Total		316,479 82	1,400 00	317,879 82
Grand totals	23,902,068 89	1,716,651 24	19,408,780 22	45,027,500 35
MISCELLANEOUS EXPENDITURE.				
War Appropriation		313,740 73		313,740 73
Cost of litigation		4,525 65		4,525 65
Gratuities Civil Service Act, 1908		4,039 50		4,039 50
Total		322,305 88		322,305 88
Grand Total on Railways and Canals, including miscellaneous expenditure	30,044,217 85	2,436,622 07	20,775,829 68	53,256,669 60

Total amount of expenditure, $53,256,669.60.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, Ordinary Repairs and Working Staff up to March 31, 1916.

BAIE VERTE CANAL.

—	Year ending.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1871		17,929 34
" " "	1872		6,399 41
" " "	1873		14,943 83
" " "	1874		4,018 90
" " "	1875		443 00
" " "	1876		110 75
" " "	1877		22 30
" " "	1878		
" " "	1879		
" " "	1880		
" " "	1881		520 00
Total			44,387 53

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

BEAUHARNOIS CANAL.†

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		1,611,424 11			
" since "	1868		63,193 75	9,349 99	6,216 98
" " "	1869		55 00	9,626 99	6,498 57
" " "	1870		27 50	10,117 57	6,384 81
" " "	1871			12,316 53	5,722 36
" " "	1872		27 50	11,792 46	15,733 38
" " "	1873		5,122 50	12,210 73	9,882 06
" " "	1874		26 00	15,392 51	10,990 56
" " "	1875		36 00	14,399 32	12,253 01
" " "	1876			14,465 86	17,170 83
" " "	1877			14,377 63	15,207 36
" " "	1878			14,383 37	9,861 05
" " "	1879			15,015 86	10,370 71
" " "	1880	266 15		15,362 61	8,997 34
" " "	1881			17,659 93	10,770 67
" " "	1882			18,804 53	20,813 86
" " "	1883		6,727 44	18,287 77	15,826 71
" " "	1884		3,277 98	19,107 38	16,232 61
" " "	1885		7,999 79	18,960 40	14,637 70
" " "	1886		8,491 80	19,228 90	14,356 00
" " "	1887		3,633 57	18,867 45	14,999 88
" " "	1888		14,411 97	19,325 05	14,285 98
" " "	1889		10,993 52	20,019 11	14,982 54
" " "	1890			19,847 42	14,999 20
" " "	1891		17,085 68	18,886 86	12,537 39
" " "	1892		1,696 23	20,050 01	14,999 80
" " "	1893			20,348 34	14,107 11
" " "	1894		6,547 72	20,574 53	13,903 46
" " "	1895		27,982 93	20,428 59	12,299 49
" " "	1896			20,725 47	15,050 85
" " "	1897		9,813 15	21,012 64	14,862 98
" " "	1898	25,000 00	5,799 34	20,650 00	16,164 92
" " "	1899		1,000 00	20,613 32	13,463 01
" " "	1900		4,959 22	20,147 59	14,505 30
" " "	1901		483 40	20,118 42	14,199 12
" " "	1902			16,682 52	6,532 33
" " "	1903			8,218 14	10,063 38
" " "	1904			9,236 27	11,936 37
" " "	1905		14,949 83	9,086 68	10,499 99
" " "	1906		2,531 24	9,291 91	18,640 71
" " "	1907		598 64	7,552 02	11,711 09
" " "	1908		2,260 81	7,032 31	13,019 76
" " "	1909		21,758 84		†
" " "	1910		24,319 49		†
Total		†1,636,690 26	265,810 84	649,574 89	525,691 23

† No expenditure has been incurred since 1910.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued*

CARILLON AND GRENVILLE CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government	.....	*	.....	.....	.....
Government expenditure prior to Confederation	.....	63,053 64	.....	.....	.....
" 1868 to 1879 included	.....	1,721,338 16	50,155 93	112,345 38	126,775 54
" since	1880	281,514 27	.....	11,959 14	7,625 54
" "	1881	336,707 53	.....	13,059 18	8,076 91
" "	1882	433,084 39	.....	14,387 49	7,582 68
" "	1883	433,575 10	.....	17,479 58	8,310 02
" "	1884	399,267 16	.....	17,393 91	7,918 42
" "	1885	157,187 72	.....	19,702 30	10,429 26
" "	1886	104,973 24	75 00	20,597 82	9,303 31
" "	1887	20,747 11	.....	20,011 36	19,554 41
" "	1888	38,996 29	.....	21,531 12	10,036 62
" "	1889	298 17	.....	22,098 88	10,135 66
" "	1890	17 58	4,526 61	15,896 16	7,582 38
" "	1891	.....	4,395 25	21,230 22	10,796 68
" "	1892	34,585 64	15,036 48	17,458 69	8,620 15
" "	1893	207 00	42,298 74	16,762 71	10,669 28
" "	1894	385 55	20,034 94	14,144 98	11,620 09
" "	1895	.....	5,963 76	15,453 21	12,303 25
" "	1896	3,850 31	.....	13,995 69	12,161 10
" "	1897	1,908 44	4,939 20	13,780 29	11,607 95
" "	1898	82,663 37	5,082 03	11,697 81	10,993 61
" "	1899	39,999 37	.....	11,919 27	11,478 88
" "	1900	22,802 27	4,476 50	13,657 06	14,666 71
" "	1901	4,930 65	9,331 95	13,342 22	13,416 00
" "	1902	.....	16,998 69	13,725 99	19,366 30
" "	1903	.....	15,992 52	14,348 17	17,766 28
" "	1904	.....	9,150 07	16,224 94	17,262 29
" "	1905	.....	8,715 46	15,858 19	19,977 19
" "	1906	.....	24,179 33	18,232 71	10,924 72
" "	1907	.....	9,393 38	16,749 03	7,036 40
" "	1908	.....	1,387 35	23,019 45	9,775 35
" "	1909	.....	68,597 35	23,085 54	10,758 01
" "	1910	.....	10,410 09	23,512 72	11,925 28
" "	1911	.....	9,051 89	23,608 04	11,303 46
" "	1912	.....	.....	25,496 59	11,531 20
" "	1913	.....	774 60	25,730 35	16,299 00
" "	1914	.....	10,464 53	26,452 76	12,199 42
" "	1915	.....	.....	26,025 79	17,292 32
" "	1916	.....	.....	26,503 86	14,333 45
Total	.....	†4,182,092 96	351,431 74	788,478 60	560,414 40

*Expenditure not given—records relating to same were kept in Ordnance Office at Montreal and were destroyed by fire in 1852.

†Included in total cost of Ottawa River Works, *see* page 22. Cost of enlargement, $4,119,039.32.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued*

CHAMBLY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		634,711 76			
" " 1868 to 1879 included		2,495 00	8,315 25	122,386 28	170,152 70
" " since	1880			11,516 22	12,377 74
" " "	1881			13,950 47	20,705 17
" " "	1882		31,796 41	16,686 78	16,843 60
" " "	1883		21,332 36	15,904 38	15,182 24
" " "	1884		41,640 77	18,448 85	12,003 34
" " "	1885		21,049 23	18,378 55	13,046 95
" " "	1886		14,547 27	19,501 28	11,999 77
" " "	1887		17,911 17	19,053 62	20,071 37
" " "	1888		65,536 64	20,073 60	11,823 74
" " "	1889		51,437 87	19,679 22	19,392 18
" " "	1890		23,221 48	19,655 38	14,399 93
" " "	1891		43,344 41	19,204 76	11,399 93
" " "	1892		38,353 99	19,665 22	12,976 48
" " "	1893		21,127 65	19,310 29	12,451 03
" " "	1894		8,567 78	19,040 93	11,779 12
" " "	1895		6,147 63	19,325 49	11,920 74
" " "	1896		3,694 63	19,349 65	11,801 12
" " "	1897		12,665 88	18,754 17	13,128 55
" " "	1898		**150 00* 13,184 68	17,992 90	12,466 51
" " "	1899		15,255 42	18,336 50	11,997 51
" " "	1900		5,448 88	18,397 58	13,995 00
" " "	1901		1,195 09	18,529 48	17,572 35
" " "	1902		19,132 80	18,832 25	17,313 02
" " "	1903		8,977 43	19,286 10	21,745 65
" " "	1904		26,701 59	21,544 69	25,656 00
" " "	1905		33,066 50	26,970 79	19,896 57
" " "	1906		26,192 72	26,039 53	25,173 48
" " "	1907		29,953 80	19,916 33	22,058 88
" " "	1908	157 90	34,264 31	28,375 31	30,627 72
" " "	1909	13,307 02	35,784 54	28,440 40	24,389 29
" " "	1910	30,479 41	8,207 00	29,198 76	22,508 53
" " "	1911	20,000 04	8,717 20	30,548 74	23,950 19
" " "	1912	15,469 29	26,838 40	34,796 66	29,508 01
" " "	1913	12,529 07	3,486 97	34,323 21	44,748 39
" " "	1914	2,697 03	10,314 09	34,155 28	39,712 20
" " "	1915		13,662 63	35,306 82	42,837 76
" " "	1916		8,499 68	34,968 33	37,179 03
Total		†731,696 52	759,574 15	946,844 80	907,558 79

Less proceeds of sale of piece of land in 1898.

†Chambly Canal and Richelieu River—

Chambly Canal, as above ..... $ 731,696 52

Less amount Government expenditure prior to Confederation, deducted at Confederation, *see* Public Accounts, 1868, part I, page 9 ..... 634,711 76

$ 96,984 76

Returned as an asset in Public Accounts, 1868 ..... $ 433,807 83

Agreeing with Public Accounts, 1916 ..... $ 530,792 59

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

W. C. LITTLE,

Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

CORNWALL CANAL.

——	Year ending.	Chargeable to Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		1,933,152 69				
Government expenditure 1868 to 1875 included		12,472 04		31,585 51	94,202 59	59,009 74
Cost of original construction			1,945,624 73			
Expenditure 1868 to 1879 included.		337,318 87			54,339 77	22,782 57
Expenditure since	1880	109,454 95			14,440 33	9,735 76
" "	1881	53,948 14			15,173 60	5,524 10
" "	1882	44,587 61			15,052 20	6,634 62
" "	1883	21,728 93			18,283 67	8,361 71
" "	1884	23,018 13			18,475 48	9,007 73
" "	1885	62,034 90		16,298 96	15,988 96	12,368 51
" "	1886	57,820 83		6,960 95	15,994 80	11,832 83
" "	1887	46,966 43			17,520 54	12,100 29
" "	1888	67,945 74			16,938 54	13,942 64
" "	1889	173,993 85			17,890 55	58,205 26
" "	1890	365,038 01		2,000 00	17,063 49	12,758 18
" "	1891	599,001 85		1,459 98	16,077 72	9,830 05
" "	1892	398,555 25		2,345 26	15,596 66	9,864 36
" "	1893	352,536 13			15,173 01	9,668 14
" "	1894	404,990 22			15,344 02	7,733 54
" "	1895	450,689 65		21,497 74	15,414 56	13,053 55
" "	1896	448,408 31		2,175 00	15,472 26	25,259 56
" "	1897	438,487 51			15,540 43	16,438 32
" "	1898	133,208 96			15,011 50	15,431 02
" "	1899	37,649 00		15,960 80	16,000 00	14,623 90
" "	1900	169,889 51		18,547 50	18,798 10	13,998 29
" "	1901	62,032 47			17,104 13	13,166 89
" "	1902	90,535 18			17,896 58	15,045 95
" "	1903	77,833 81			70,129 29	19,205 66
" "	1904	113,795 16		1,730 16	45,792 64	20,932 55
" "	1905	104,093 45		8,324 83	71,073 68	28,100 67
" "	1906	37,879 09		20,063 79	71,246 77	31,893 13
" "	1907	5,218 03		4,191 61	52,050 56	24,489 18
" "	1908	9,897 90		11,270 83	73,651 90	35,708 68
" "	1909	495 00		151,628 65	75,581 54	42,978 72
" "	1910	89 54		35,549 06	76,519 49	51,330 83
" "	1911			76,719 09	78,583 80	45,362 81
" "	1912	8,037 07		60,352 90	83,784 79	59,338 24
" "	1913			29,753 37	79,897 25	56,423 40
" "	1914			45,537 81	83,018 63	53,039 73
" "	1915	3,500 00		23,275 15	83,540 13	39,809 58
" "	1916			4,809 26	84,618 78	41,103 58
Cost of enlargement			5,300,679 48			
Total			*7,246,304 21	592,038 21	1,554,282 74	956,094 27

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

CULBUTE LOCK AND DAM.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure 1873 to 1879 included	.....	223,211 32	39,224 52	.....	.....
" " since. ..	1880	16,688 20	.....	202 50	259 31
" " "	1881	4,721 62	.....	962 85	.....
" " " ..	1882	29,567 15	.....	790 00	162 33
" " " ..	1883	14,249 60	.....	695 00	288 99
" " " ..	1884	8,151 16	.....	733 50	.....
" " " ..	1885	19,071 76	.....	730 00	572 75
" " " ..	1886	26,385 27	.....	730 50	2,396 14
" " " ..	1887	7,760 88	.....	730 00	967 33
" " " ..	1888	7,537 99	.....	739 50	730 00
" " " ..	1889	17,112 01	.....	1,050 00	116 53
" " " ..	1890	2,818 35	.....	747 83	.....
" " " ..	1891	2,183 15	9,122 05	745 25	499 91
" " " ..	1892	.....	1,546 25	736 00	.....
" " " ..	1893	.....	1,420 65	749 00	13 55
" " " ..	1894	.....	2,540 14	730 00	494 43
" " " ..	1895	.....	1,475 25	436 05	434 28
" " " ..	1896	.....	.....	.....	.....
" " " ..	1897	.....	.....	.....	.....
" " " ..	1898	.....	.....	.....	100 00
" " " ..	1899	.....	.....	.....	.....
" " " ..	1900	3,085 00	.....	.....	.....
" " " ..	1901	197 00	.....	.....	.....
" " " ..	1902	.....	1,135 00	.....	.....
" " " ..	1903	.....	.....	.....	.....
" " " ..	1904	.....	2,204 50	.....	.....
" " " ..	1905	.....	2,255 00	.....	.....
Less unclaimed Cheques.....	1913	*385 00*	.....	.....	.....
Total.....	.....	*382,391 46	60,923 37	11,507 48	7,036 15

*Included in total cost of Ottawa River Works, *see* page 22. There has been no expenditure on this Lock and dam between 1905 and 1913.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

LACHINE CANAL.

	Year ending.	Capital.		Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Expenditure by Imperial Government		40,000 00				
Government expenditure prior to Confederation		2,547,532 85				
Government expenditure since Confederation	1868			1,852 70	13,742 05	10,431 51
" "	1869	2,000 00			14,209 02	12,085 84
Cost of original construction and enlargement from 1845 to 1869			2,589,532 85			
Govt. expenditure, 1870 to 1879 included		4,610,389 35		47,389 61	275,742 45	202,892 10
Govt. expenditure since	1880	369,566 74			38,950 90	10,223 62
" " "	1881	292,165 51			39,027 99	19,888 33
" " "	1882	252,821 33		3,978 66	41,158 90	17,116 46
" " "	1883	396,496 96		1,859 68	45,554 91	18,199 59
" " "	1884	188,266 18			48,624 51	19,683 24
" " "	1885	111,215 23			49,004 85	20,199 78
" " "	1886	210,509 42			50,969 10	19,199 18
" " "	1887	28,772 52		12,981 59	53,113 97	22,567 81
" " "	1888	19,414 34		7,996,38	52,229 61	19,999 64
" " "	1889	76,032 96		972 71	54,110 67	22,957 71
" " "	1890	7,448 03		8,238 46	53,114 34	22,999 38
" " "	1891	217 53		16,155 75	50,721 69	36,292 98
" " "	1892	87,852 35		27,480 80	52,729 37	67,499 62
" " "	1893	445,983 21		50,937 40	53,185 00	51,616 79
" " "	1894	64,345 14		17,152 48	60,174 03	40,939 70
" " "	1895	189,944 36		32,405 20	56,337 44	25,891 45
" " "	1896	184,998 25		8,193 15	58,342 96	24,950 20
" " "	1897	282,052 48		14,664 21	57,533 20	25,820 73
" " "	1898	216,717 44		819 62	57,282 50	33,391 92
" " "	1899	162,351 83		3,103 99	55,990 00	35,776 90
" " "	1900	125,009 41		12,210 88	56,791 45	31,988 81
" " "	1901	97,305 52		12,072 87	58,364 29	50,005 48
" " "	1902	113,328 26		36,249 02	59,435 33	45,853 97
" " "	1903	58,426 92		109,893 43	69,762 03	53,054 20
" " "	1904	181,487 06		162,705 14	77,233 17	50,660 92
" " "	1905	112,460 47		144,996 37	86,209 93	65,202 42
" " "	1906	103,798 28		133,518 77	84,708 78	60,064 84
" " "	1907	18,840 85		65,872 25	53,308 14	47,465 20
" " "	1908	203,307 25		92,362 48	74,222 78	70,427 37
" " "	1909	359,041 77		143,526 35	72,049 35	82,081 29
" " "	1910	215,611 98		70,000 20	77,701 55	75,247 71
" " "	1911	253,098 27		73,260 66	72,285 01	91,941 84
" " "	1912	312,868 94		56,174 60	87,989 26	111,254 82
" " "	1913	463,291 97			89,509 15	91,689 64
" " "	1914	358,443 93		29,962 15	97,547 54	110,123 84
" " "	1915	213,835 06		22,915 14	104,535 61	95,618 99
" " "	1916	131,361 64			109,033 88	98,759 83
Cost of enlargement			11,519,078 74			
Total			14,108,611 59	1,420,902 70	2,662,536 68	2,012,065 75

Total expenditure on capital account as above		$14,108,611 59
Less charged to St. Lawrence River and Canals	$ 2,950,104 15	
Less expenditure by Imperial Government	40,000 00	
		$ 2,990,104 15
Agreeing with Public Accounts balance sheet, 1916		$11,118,507 44

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

LAKE ST. FRANCIS.

	Year ending.	Capital.	Renewals. Chargeable to Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1898	3,420 00	.....
" " "	1899	23,110 00	2,495 47
" " "	1900	15,431 46	12,288 39
" " "	1901	15,000 00	8,060 30
" " "	1902	13,945 25	.....
" " "	1903	5,000 00	.....
" " "	1904	.....	2,199 52
" " "	1905	†	.....
Total	.....	75,906 71	25,043 68

†Transferred to Department of Marine and Fisheries in 1905.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

LAKE ST. LOUIS.

	Year ending.	Chargeable to Capital.	Chargeable to Revenue.
		$ cts.	$ cts.
Government expenditure since Confederation	1895	4,753 14	.....
" " "	1896	49,909 31	.....
" " "	1897	73,300 41	.....
" " "	1898	64,495 83	.....
" " "	1899	57,607 79	.....
" " "	1900	11,765 70	.....
" " "	1901	12,918 31	.....
" " "	1902	6,000 00	.....
" " "	1903	9,508 72	.....
" " "	1904	7,916 90	.....
" " "	1905	†	.....
Total	.....	298,176 11	.....

†Transferred to Department of Marine and Fisheries in 1905.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

MURRAY CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					
" since " "	1868		400 00		
" " " "	1882	7,135 63			
" " " "	1883	84,071 68			
" " " "	1884	118,187 43			
" " " "	1885	148,902 66			
" " " "	1886	179,704 52			
" " " "	1887	142,563 66			
" " " "	1888	146,754 37			
" " " "	1889	215,326 46			
" " " "	1890	106,760 35		494 31	
" " " "	1891	61,260 49		5,137 03	173 53
" " " "	1892	5,964 22		5,803 48	3,505 15
" " " "	1893	30,838 79		5,499 62	5,341 34
" " " "	1894			5,667 52	5,295 57
" " " "	1895			5,354 97	5,063 49
" " " "	1896			5,409 10	5,410 33
" " " "	1897			5,526 87	3,966 41
" " " "	1898			5,799 94	4,710 23
" " " "	1899			5,073 70	3,533 68
" " " "	1900			5,613 83	2,777 60
" " " "	1901			5,175 74	1,138 15
" " " "	1902			5,254 51	6,377 19
" " " "	1903	500 00		5,757 00	4,627 70
" " " "	1904	750 00	2,521 13	5,291 43	6,075 94
" " " "	1905	100 00	740 45	5,346 62	4,452 68
" " " "	1906		293 75	5,183 61	2,840 91
" " " "	1907		10,423 00	2,788 14	1,710 55
" " " "	1908		37,334 70	4,244 42	2,953 23
" " " "	1909	126 45	20,250 61	4,720 09	3,374 82
" " " "	1910			4,378 74	2,674 57
" " " "	1911			3,942 94	2,075 26
" " " "	1912		14,390 45	4,213 21	3,344 46
" " " "	1913		11,254 14	5,512 70	2,955 94
" " " "	1914		3,814 88	5,669 45	4,220 02
" " " "	1915			5,443 70	4,480 59
" " " "	1916			5,681 32	4,082 10
Total		*1,248,946 71	101,423 11	133,983 99	97,161 44

*Agreeing with Public Accounts Balance Sheet, 1916.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

OTTAWA RIVER WORKS.

	$ cts.	$ cts.
Ste. Anne's Lock, page 26		1,170,215 63
Carillon and Grenville Canal, page 14		4,182,092 96
Culbute Canal, page 17		382,391 46
Rideau Canal, page 23		173,236 90
Total Ottawa River Works (Capital)		5,907,936 95
Add expenditure on slides and booms prior to Confederation	719,247 13	
Add expenditure on slides and booms since Confederation	7,243 00	
Add expenditure on Chats Falls Canal prior to Confederation	482,950 81	
Add expenditure in 1881, charged to Miscellaneous. *See* page 229, part ii Public Accounts	1,136 84	
Add amount transferred. *See* page xxxvi, Public Accounts, Balance Sheet, 1881	233,555 85	1,444,134 23
		7,352,071 18
Less expenditure prior to Confederation, transferred to Income Account	320,618 28	
Less expenditure in 1872, on Carillon and Grenville Canal, as shown in Public Accounts Balance Sheet, page xx, under Miscellaneous	165,257 28	485,875 56
Agreeing, less outstanding cheques, with Balance Sheet, Public Accounts, 1916		6,866,195 62

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

RIDEAU CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government		3,911,701 47			
Government expenditure prior to Confederation		153,062 60			
" " 1868 to 1879 included		19,559 30	47,875 89	283,919 10	196,738 05
" " since	1880			26,463 88	11,434 05
" " "	1881		133 50	26,024 71	8,627 00
" " "	1882			26,915 29	13,860 28
" " "	1883		70 65	27,322 81	23,524 84
" " "	1884		4,597 50	26,938 95	19,245 02
" " "	1885		2,098 76	26,971 32	18,189 55
" " "	1886		550 00	27,045 95	35,648 04
" " "	1887		20,823 96	29,440 46	18,565 34
" " "	1888		18,889 48	33,458 83	25,478 87
" " "	1889		6,665 22	33,801 77	18,106 36
" " "	1890		21,124 10	34,270 57	18,025 21
" " "	1891		20,967 25	34,641 98	21,537 56
" " "	1892		31,363 23	35,500 82	21,507 16
" " "	1893		24,274 71	35,022 49	18,789 50
" " "	1894		14,485 11	34,943 35	16,939 47
" " "	1895		31,559 48	33,827 08	19,897 32
" " "	1896		21,452 29	34,052 77	30,196 38
" " "	1897		19,079 11	31,461 55	29,535 94
" " "	1898		13,608 39	30,759 05	26,599 93
" " "	1899		700 29	30,751 20	28,199 49
" " "	1900		11,780 41	30,623 27	30,237 09
" " "	1901			31,334 40	33,791 17
" " "	1902		8,894 40	32,193 66	33,959 86
" " "	1903		16,235 13	34,595 31	36,424 23
" " "	1904		13,525 04	39,127 96	38,496 78
" " "	1905	1,565 84	14,513 35	40,838 81	49,790 55
" " "	1906		5,272 90	41,819 77	54,495 63
" " "	1907		14,322 03	30,667 34	44,627 82
" " "	1908		42,903 03	44,875 16	55,090 45
" " "	1909		19,989 52	44,911 60	53,880 51
" " "	1910		9,225 73	48,324 13	95,188 97
" " "	1911		6,188 71	47,165 63	79,352 59
" " "	1912		4,358 40	54,156 89	85,912 96
" " "	1913	41,565 00	21,992,94	56,863 98	91,984 66
" " "	1914	40,000 00	27,094 80	60,471 38	102,092 68
" " "	1915		80,238 38	63,319 23	105,386 73
" " "	1916	615 00	49,979 07	61,068 44	84,808 40
Total		4,168,069 21	646,832 76	1,665,890 89	1,696,166 44

Expenditure as above		4,168,069 21
Less expenditure by Imperial Government		3,911,701 47
		255,752 74
Less expenditure 1905-1913-1914—Ontario (*See* Tay Canal)		83,130 84
Amount included in Ottawa River Works, page 22		173,236 90

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

SAULT STE. MARIE CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure, 1868 to 1887, included					
Government expenditure since	1888	8,145 06	949 35		
" " "	1889	34,018 95			
" " "	1890	176,568 55			
" " "	1891	325,336 33			
" " "	1892	341,474 31			
" " "	1893	589,801 25			
" " "	1894	1,316,529 29			
" " "	1895	466,151 50		3,432 73	
" " "	1896	189,986 59		16,074 70	2,650 17
" " "	1897	209,561 82		15,381 59	6,671 79
" " "	1898	21,004 56		14,389 92	8,172 09
" " "	1899	63,935 48		13,840 24	6,564 40
" " "	1900	27,157 98		13,901 40	13,219 87
" " "	1901	323,353 93	48 39	13,730 93	10,289 18
" " "	1902	122,505 73		15,920 80	14,839 71
" " "	1903	65,933 43		16,077 22	10,855 70
" " "	1904	32,029 54		14,653 35	9,491 44
" " "	1905	110,181 69		15,681 55	14,776 33
" " "	1906	120,000 00		15,878 11	20,086 15
" " "	1907	95,504 63		12,290 94	11,520 53
" " "	1908	140,433 22		20,345 38	23,206 00
" " "	1909	42,109 63	11,453 28	15,231 79	16,462 29
" " "	1910	46,809 13	147,147 52	18,976 64	20,330 77
" " "	1911	54,797 37	77,066 45	24,951 49	19,955 74
" " "	1912	18,227 10	29,706 21	27,054 50	28,798 51
" " "	1913	45,941 17	13,726 84	27,588 62	26,762 40
" " "	1914	6,874 27		28,537 49	26,426 47
" " "	1915			26,766 76	31,114 80
" " "	1916			27,119 36	26,771 65
Total		*4,994,372 51	280,098 04	397,825 51	349,935 99

*Agreeing with Public Accounts, 1916.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

SOULANGES CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					
Government expenditure since	1892	54,235 76			
" " "	1893	210,336 24			
" " "	1894	723,380 95			
" " "	1895	752,016 53			
" " "	1896	535,939 07			
" " "	1897	363,126 06			
" " "	1898	1,016,401 00			
" " "	1899	1,442,824 22			
" " "	1900	693,806 24		6,711 84	5,000 00
" " "	1901	362,626 36	115 00	25,154 78	5,888 77
" " "	1902	235,021 79		22,672 50	2,267 13
" " "	1903	248,929 10		31,987 06	10,362 23
" " "	1904	113,328 45	15,608 69	25,235 25	39,382 01
" " "	1905	34,202 71	30,406 35	25,432 49	21,174 84
" " "	1906	5,000 22	16,033 79	24,817 37	17,096 33
" " "	1907	13,508 88	3,216 29	19,964 04	15,604 71
" " "	1908	50,634 01	4,245 18	28,988 36	35,678 11
" " "	1909	17,795 79	12,363 78	32,324 20	34,802 37
" " "	1910	153,022 23	2,299 93	32,851 69	46,287 16
" " "	1911	102,699 69	3,999 58	32,283 03	37,532 93
" " "	1912	286,787 88	14,375 47	36,871 50	38,554 54
" " "	1913	180,816 28		38,080 18	27,221 50
" " "	1914	81,235 56	16,117 84	38,904 16	25,383 32
" " "	1915	92,609 72	27,598 82	41,095 09	41,580 87
" " "	1916	33,759 79	11,193 73	40,882 59	33,721 29
Total)		7,904,044 53	157,574 35	504,256 13	437,547 11

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

STE. ANNE'S LOCK AND CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		134,456 51			
Gov. expenditure since 1868 to 1879 included		137,051 78	2,479 57	20,238 18	29,091 00
" "	1880	3,054 68		2,152 57	1,704 71
" "	1881	69,042 76		2,553 02	3,257 92
" "	1882	193,158 36		2,611 30	2,343 99
" "	1883	172,959 95		2,569 86	3,448 83
" "	1884	142,006 25		2,775 32	2,725 49
" "	1885	93,679 57		2,618 60	4,042 04
" "	1886	120,681 67		2,611 90	5,803 01
" "	1887	45,276 08	6,054 10	2,537 41	1,499 96
" "	1888	18,910 55	1,372 59	2,505 61	1,380 75
" "	1889	24,786 33		2,569 22	1,730 79
" "	1890	6,151 14		2,571 04	1,525 51
" "	1891		8,173 69	2,505 69	1,503 56
" "	1892		25,471 61	2,571 28	1,666 21
" "	1893		6,521 88	2,581 08	2,800 03
" "	1894		3,497 56	2,640 00	2,799 63
" "	1895		3,694 33	2,508 14	3,025 91
" "	1896			2,495 54	4,993 89
" "	1897			2,357 51	1,688 12
" "	1898			1,904 10	1,699 44
" "	1899			1,920 12	1,997 96
" "	1900			1,840 51	2,679 21
" "	1901			1,895 89	3,999 02
" "	1902			1,994 52	3,015 97
" "	1903		1,984 39	2,072 17	4,684 42
" "	1904			2,292 94	2,244 13
" "	1905			2,151 01	6,901 44
" "	1906			2,259 16	2,294 86
" "	1907		2,449 96	1,595 62	901 47
" "	1908		2,501 42	2,248 29	1,693 63
" "	1909		199 67	2,292 19	4,290 57
" "	1910		2,339 76	2,267 60	2,446 28
" "	1911		2,880 93	2,315 34	2,628 91
" "	1912			2,770 51	2,738 40
" "	1913			2,769 63	2,298 26
" "	1914		7,379 94	2,896 86	6,799 35
" "	1915		7,043 41	4,715 62	4,249 29
" "	1916			3,872 12	4,498 66
Total		*1,170,215 63	84,044 81	112,047 47	138,282 62

*Included in total cost of Ottawa River Works, *see* page 22.

Original Construction	$ 134,456 51
Enlargement, including New Lock	1,035,759 12
	$ 1,170,215 63

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE.
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

ST. LAWRENCE RIVER AND CANALS, SURVEYS, ETC.

	Year ending.	Chargeable to Capital.				Chargeable to Income.
		North Channel.	River Reaches.	Galops Channel.	Total.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation					18,442 85	98,378 46
Government expenditure 1873 to 1881 included					208,965 88	
Government expenditure since	1882		6,933 45	22,000 00	28,933 45	
" "	1883		3,574 31	41,300 00	44,874 31	
" "	1884		15,546 03	74,300 00	89,846 03	
" "	1885		13,710 17	101,400 00	151,110 17	
" "	1886		16,251 73	99,800 00	116 051 73	
" "	1887		20,037 31	54,400 00	74,437 31	
" "	1888		16,082 85	40,400 00	56,482 85	
" "	1889		1,293 92	17,200 00	18,493 92	
" "	1890		18,279 91	5,700 00	23,979 91	
" "	1891		35 137 25		35 137 25	
" "	1892		59,779 31		59,779 31	
" "	1893		52,643 39		52,643 39	
" "	1894		13,721 66		13,721 66	
" "	1895		1,223 72	181,552 03	182,775 75	
" "	1896		7,457 05		7,457 05	
" "	1897		12,347 31		12,347 31	
" "	1898	171,336 65	7,491 11	32,710 00	211,537 76	
" "	1899	461,979 50	9,336 47	42,430 00	513,775 97	
" "	1900	225,000 00	72,484 41	50,000 00	347,484 41	
" "	1901	184,790 34	19,389 75	91,211 97	295 392 06	
" "	1902	125,000 00	29,268 64	24,037 85	178,306 49	
" "	1903	126,833 94	16,432 28	25,000 00	168,266 22	
" "	1904	68,595 42	9,634 66	6,450 00	84,680 08	
" "	1905	94,025 89	25,743 51	49,734 70	168,504 10	
" "	1906	83,028 98		26,506 26	109,535 24	
" "	1907	61,528 34		13,350 00	74,878 34	
" "	1908	40,500 00		12,976 77	53,476 77	
" "	1909	42,770 45		25,378 21	68,148 66	
" "	1910	34,389 32		2,057 86	36 447,18	13,694 97
" "	1911					16,224 68
Total		1,718,778 83	483,830 20	1,039,895 65	3,469,913 41*	128,298 11

*In this total is included an expenditure on capital account of $227,408.73 on the St. Lawrence River and Canals for the period previous to 1882.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

ST. OURS LOCK.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Govt. expenditure prior to Confederation	.....	121,537 65	.....	.....	.....
" 1868 to 1879 included	.....	.....	.....	19,459 64	13,909 87
" since	1880	.....	.....	1,614 01	705 54
" "	1881	.....	.....	1,741 97	1,299 77
" "	1882	.....	.....	2,002 71	1,902 41
" "	1883	.....	17,230 32	2,361 65	2,188 08
" "	1884	.....	5,279 87	2,315 37	1,494 99
" "	1885	.....	4,700 64	2,271 57	3,652 63
" "	1886	.....	.....	2,311 70	4,143 47
" "	1887	.....	.....	2,175 37	5,864 78
" "	1888	.....	.....	2,216 04	2,801 17
" "	1889	.....	17,964 45	2,421 14	2,002 63
" "	1890	.....	24,571 96	2,138 40	1,935 44
" "	1891	.....	21,696 74	2,001 08	4,460 16
" "	1892	.....	3,585 34	2,168 44	1,944 33
" "	1893	.....	.....	2,136 66	1,994 34
" "	1894	.....	.....	2,216 68	924 55
" "	1895	.....	.....	2,161 63	915 50
" "	1896	.....	.....	2,094 91	1,678 49
" "	1897	.....	.....	2,135 60	707 06
" "	1898	.....	.....	2,049 67	692 04
" "	1899	.....	.....	2,244 12	1,494 93
" "	1900	.....	1,596 88	2,181 43	2,681 10
" "	1901	.....	3,610 06	2,128 25	1,681 44
" "	1902	.....	15,549 27	2,262 39	984 36
" "	1903	.....	9,344 89	2,288 63	1,671 83
" "	1904	.....	7,984 41	2,334 67	1,690 61
" "	1905	.....	14,900 90	2,479 66	1,716 35
" "	1906	.....	7,307 39	2,582 95	3,872 75
" "	1907	.....	4,200 00	2,064 62	1,142 79
" "	1908	.....	3,338 79	2,894 76	2,121 43
" "	1909	.....	.....	2,994 78	3,693 19
" "	1910	.....	1,925 08	4,137 64	1,752 66
" "	1911	.....	1,200 23	3,527 69	2,353 81
" "	1912	4,306 28	3,998 58	3,584 10	2,259 46
" "	1913	.....	2,678 37	3,530 02	2,449 44
" "	1914	1,384 63	1,364 71	4,599 36	2,015 86
" "	1915	.....	.....	4,280 50	3,896 03
" "	1916	.....	.....	4,204 70	4,497 73
Total	.....	*127,228 56	174,028 88	114,324 51	97,193 02

*Agrees with Public Accounts, 1916, expenditure of $121,537.65 prior to Confederation not included.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

ST. PETER'S CANAL.

—	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Govt. expenditure prior to Confederation		156,523 32			
" 1868 to 1879 included		300,564 93	46,193 57	4,607 66	15,682 80
" since	1880	80,120 54		400 00	
" "	1881	69,434 76		959 58	
" "	1882	484 00		1,920 54	200 63
" "	1883			2,089 19	232 42
" "	1884	2,471 40		2,601 47	367 85
" "	1885	16,820 15		1,929 11	183 11
" "	1886	2,316 85		2,360 67	297 81
" "	1887	1,087 75	750 00	2,777 13	343 23
" "	1888			3,217 77	1,588 40
" "	1889		500 00	3,085 29	353 38
" "	1890			3,110 15	255 34
" "	1891	972 65	510 53	3,255 30	312 02
" "	1892	14,387 00	30,936 82	3,007 70	1,461 24
" "	1893	881 59	9,987 78	2,938 15	1,856 30
" "	1894	437 05	3,852 21	2,935 94	1,986 70
" "	1895	868 44	26,222 46	2,499 81	353 55
" "	1896	1,455 21	16,743 64	2,182 04	260 90
" "	1897			2,728 38	1 20
" "	1898		111 70	2,785 25	453 85
" "	1899			2,819 86	456 61
" "	1900			2,833 24	1,483 30
" "	1901		2,311 26	2,730 44	841 63
" "	1902		10,014 43	2,939 81	274 41
" "	1903			2,836 49	764 11
" "	1904			3,126 94	122 45
" "	1905		3,000 10	2,969 90	1,095 90
" "	1906			3,239 19	253 65
" "	1907			2,468 78	246 87
" "	1908			3,371 13	942 64
" "	1909			3,282 22	532 78
" "	1910			3,449 43	238 14
" "	1911			4,180 96	473 44
" "	1912		5,208 18	4,768 20	361 49
" "	1913		39,143 77	5,144 13	807 78
" "	1914		48,455 79	5,251 36	618 88
" "	1915		83,241 31	4,897 45	240 82
" "	1916		207,807 99	1,460 78	22 51
		648, 755 64			
Less—Refunds in 1897-8		208 50			
Total		*648,547 14	534,991 54	113,161 44	35,968 17

*Expenditure as above	$ 648,547 14
Less expenditure prior to Confederation	156,523 32
Agreeing with Public Accounts, 1916	$ 492,023 82

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

*TAY CANAL.

——	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		[$ cts.	$ cts.	$ cts.	[$ cts.
Government expenditure since Confederation..	1882	.....	748 65	.....	.....
" " " ..	1883	4,831 80	.....	.....	.....
" " " ..	1884	50,878 12	.....	.....	.....
" " " ..	1885	92,473 97	.....	.....	.....
" " " ..	1886	65,561 51	.....	.....	.....
" " " ..	1887	49,617 92	.....	.....	.....
" " " ..	1888	54,166 57	.....	.....	.....
" " " ..	1889	89,486 18	.....	.....	.....
" " " ..	1890	22,226 23	.....	*	*
" " " ..	1891	17,114 78	.....	*	*
" " " ..	1892	29,771 65	.....	*	*
" " " ..	1893	.....	.....	*	*
" " " ..	1894	.....	.....	*	*
" " " ..	1895	.....	.....	*	*
" " " ..	1896	.....	.....	*	*
" " " ..	1897	10,720 50	.....	*	*
" " " ..	1898	.....	.....	*	*
" " " ..	1899	.....	.....	*	*
" " " ..	1900	2,750 00	.....	*	*
Total.....	.....	†489,599 23	748 65	*	*

*Included in Rideau Canal since 1890. No expenditure since 1900.
†Agreeing with Public Accounts, 1916, not including $83,$130.84 shown in Rideau Canal,.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued*

TRENT CANAL.

	Year ending.	Capital.	Renewals Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Govt. expenditure prior to Confederation		309,371 31			
" since "	1880	561 50		1,188 92	3,568 89
" " "	1881			2,489 93	2,233 50
" " "	1882		5,836 51	2,011 92	8,115 50
" " "	1883	40,767 16	9,303 66	2,235 50	3,047 42
" " "	1884	120,393 91	6,198 57	2,208 64	5,264 35
" " "	1885	121,382 84		3,303 87	4,653 50
" " "	1886	75,103 30		1,639 75	5,917 88
" " "	1887	179,541 63		1,938 08	6,008 88
" " "	1888	114,879 35		1,770 29	5,151 42
" " "	1889	47,592 13	29,677 92	3,242 05	5,935 94
" " "	1890	58,644 50	11,522 65	3,450 99	730 55
" " "	1891	9,826 49	3,164 81	3,803 66	4,888 98
" " "	1892	4,457 28	6,506 97	3,695 85	4,721 85
" " "	1893	5,962 47	10,838 90	3,739 86	2,087 17
" " "	1894	3,412 32	20,403 93	3,785 47	4,988 59
" " "	1895	53,907 70	21,143 41	4,184 18	3,374 49
" " "	1896	292,976 08	6,185 75	4,349 34	3,329 97
" " "	1897	486,575 70	13,880 37	4,965 39	3,497 90
" " "	1898	351,273 31	8,991 54	5,034 60	4,998 80
" " "	1899	166,611 49	6,179 79	5,048 72	6,454 49
" " "	1900	334,583 01	8,043 39	5,131 52	9,989 26
" " "	1901	284,503 89	10,494 82	5,254 51	13,075 89
" " "	1902	449,075 45	26,165 93	5,575 52	14,984 88
" " "	1903	523,950 74	18,548 58	6,993 25	10,791 15
" " "	1904	489,038 44	21,228 55	7,237 05	21,179 12
" " "	1905	333,261 75	36,853 28	12,071 88	26,056 78
" " "	1906	319,789 49	26,030 36	17,440 68	33,398 85
" " "	1907	153,045 42	35,360 10	19,229 25	36,516 47
" " "	1908	343,176 05	96,315 87	32,826 38	33,382 94
" " "	1909	1,099,836 38	80,517 65	32,028 57	44,849 83
" " "	1910	1,000,000 00	59,483 51	36,800 42	54,206 13
" " "	1911	1,682,449 32	78,914 08	38,019 33	40,178 54
" " "	1912	1,746,095 48	97,254 20	44,811 08	50,175 72
" " "	1913	1,162,605 75	41,499 98	47,431 26	50,049 83
" " "	1914	1,146,383 31	38,259 19	48,777 82	54,184 46
" " "	1915	1,001,700 35	59,406 00	47,963 61	47,922 02
" " "	1916	1,013,559 84	29,959 19	50,836 68	44,457 82
Total		15,626,295 14	924,169 46	522,515 82	674,369 76

*Total expenditure in Capital Account as above $15,626,295 14
Less—Expenditure prior to Confederation ..... $ 309,371 31
" Year 1880 ..... 561 50
309,932 81
Agreeing with Public Accounts Balance Sheet, 1916 ..... $15,316,362 33

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Concluded.*

WELLAND CANAL:

	Year ending.	Capital.	Renewals. Chargeable to Income.	Staff.	Repairs.
		$ cts.	$ cts.	$ cts.	$ cts.
Imperial Government	.....	222,220 00	.....	.....	.....
Government expenditure prior to Confederation.	.....	7,416,019 83	.....	.....	.....
1868 to 1879 included		9,445,618 44	125,341 53	583,160 88	771,359 96
" " since	1880	1,252,924 75	.....	63,198 10	76,535 25
" " "	1881	1,242,943 37	6,593 19	56,398 04	69,249 53
" " "	1882	603,402 17	13,664 80	74,641 51	84,374 97
" " "	1883	549,433 29	5,979 03	109,207 21	72,707 62
" " "	1884	432,336 21	.....	113,276 87	90,926 97
" " "	1885	463,505 38	6,150 21	112,670 00	91,534 66
" " "	1886	215,380 75	1,359 00	111,660 22	69,507 48
" " "	1887	1,071,073 87	3,828 67	109,371 69	77,440 80
" " "	1888	429,720 94	10,740 86	110,806 01	86,518 97
" " "	1889	225,910 21	43,803 80	113,587 05	77,547 77
" " "	1890	117,633 22	51,648 28	109,202 02	72,686 19
" " "	1891	36,371 03	19,767 73	107,662 63	82,548 30
" " "	1892	29,541 21	9,008 80	104,673 73	73,771 87
" " "	1893	8,259 94	25,103 13	104,926 73	65,016 84
" " "	1894	1,571 78	13,430 20	102,018 80	53,053 71
" " "	1895	3,809 35	24,245 02	90,438 07	48,270 94
" " "	1896	1,677 67	18,768 99	87,988 11	62,542 64
" " "	1897	2,282 35	22,283 06	88,095 20	41,247 81
" " "	1898	.....	34,803 25	84,806 54	59,571 66
" " "	1899	.....	30,099 84	86,110 88	56,270 60
" " "	1900	18,167 29	37,164 84	84,888 36	59,507 64
" " "	1901	224,536 96	87,777 43	86,889 24	72,055 89
" " "	1902	303,997 81	78,905 37	88,048 95	69,279 90
" " "	1903	315,819 49	94,127 21	90,684 05	72,004 59
" " "	1904	555,751 00	31,140 58	91,115 35	85,717 88
" " "	1905	890,457 82	34,559 42	91,928 96	111,418 62
" " "	1906	715,198 24	28,799 66	107,932 96	78,704 93
" " "	1907	480,305 03	56,036 47	75,031 24	53,247 50
" " "	1908	806,760 46	138,430 19	108,101 56	78,460 40
" " "	1909	255,986 16	129,489 99	115,934 78	88,409 53
" " "	1910	168,247 17	75,233 28	136,783 47	77,723 23
" " "	1911	236,429 80	28,688 57	128,000 33	92,739 05
" " "	1912	159,946 87	28,238 13	149,848 27	105,056 89
" " "	1913	347,711 15	39,674 82	156,598 55	93,231 29
" " "	1914	192,346 90	77,476 08	173,368 13	102,520 46
" " "	1915	104,950 21	73,333 15	193,363 54	97,544 82
" " "	1916	70,747 54	35,925 49	213,443 22	108,166 26
Total	.....	29,618,995 66	1,541,620 07	4,615,861 25	3,628,473 42

*Total expenditure as above	$29,618,995 66
Less expenditure by Imperial Government	222,220 00
Agreeing with Public Accounts, 1916	$29,396,775 66
Original cost of construction, including first enlargement	$ 7,693,824 03
Enlargement, including new Welland Canal	21,925,171 63
Total expenditure as above	$29,618,995 66
Less expenditure chargeable to Welland Ship Canal, See page 33	$ 187,238 15
Net cost of Welland Canal	$29,431,757 51

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Continued.*

WELLAND SHIP CANAL.

	Year Ending.	Capital.
		$ cts.
Government expenditure	1914	994,257 60
" "	1915	4,074,200 69
" "	1916	4,892,105 15
Total		9,960,563 44

Expenditure as above		$ 9,960,563 44
To which add the preliminary expenditure for surveys, borings, etc., charged to Welland Canal capital as follows:—		
1908-09	$ 19,993 37	
1909-10	9,979 91	
1910-11	21,229 35	
1911-12	23,138 60	
1912 13	112,896 92	
		187,238 15
Total cost of Welland Ship Canal		$10,147,801 59

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction, Renewals, etc.—*Concluded.*

WILLIAMSBURG CANAL.

	Year ending.	Capital.				Renewals Chargeable to Income.	Staff.	Repairs.
		Farran's Point.	Galops.	Rapide Plat.	Total.			
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation being amount of original construction					1,320,655 54			
Government expenditure since Confederation	1868						5,745 97	6,442 41
" " "	1869						5,769 81	5,670 88
" " "	1870						5,573 13	6,546 16
" " "	1871						6,382 17	5,308 41
" " "	1872					1,077 00	5,542 94	3,230 07
" " "	1873						6,424 49	7,347 75
" " "	1874						6,857 19	7,395 92
" " "	1875						7,547 62	4,110 29
" " "	1876						7,418 39	11,690 98
" " "	1877						7,338 08	10,053 61
" " "	1878						7,430 11	4,449 78
" " "	1879						7,517 20	3,549 71
" " "	1880						7,590 15	3,999 77
" " "	1881						7,572 35	5,020 73
" " "	1882						7,589 44	7,447 69
" " "	1883				13 19		7,423 48	7,299 39
" " "	1884				2,473 44		7,757 04	7,349 37
" " "	1885		70,764 07	32,473 05	103,237 12		7,696 67	8,198 03
" " "	1886		78,014 92	71,820 79	149,835 71		7,671 54	7,847 05
" " "	1887		32,862 02	82,990 98	115,853 00		7,635 54	7,904 76
" " "	1888		16,628 95	53,499 34	70,128 29	1,613 67	7,646 79	8,190 13
" " "	1889		37,661 15	22,206 11	59,867 26		7,485 28	8,794 61
" " "	1890		126,417 42	12,660 95	139,078 37		8,954 53	8,191 69
" " "	1891	2,853 76	172,779 88	55,036 96	230,670 60		8,678 25	7,987 40
" " "	1892		218,511 17	158,034 15	376,545 32	797 83	9,458 33	8,551 32
" " "	1893		154,524 01	217,669 28	372,193 29	3,675 00	8,676 03	8,347 97
" " "	1894		223,992 81	274,397 42	498,390 23		10,230 09	7,029 95
" " "	1895		118,464 53	228,892 70	347,357 23	13,720 36	9,675 09	7,371 37
" " "	1896	4,980 00	150,744 16	286,396 96	442,121 12	8,607 04	9,588 51	9,036 00
" " "	1897		262,793 78	205,480 55	468,274 33	3,880 76	8,697 54	8,210 71
" " "	1898	231,321 44	734,492 07	116,072 55	1,081,886 06		10,708 66	8,032 84
" " "	1899	346,956 54	987,186 44	57,869 18	1,392,012 16	7,410 00	9,960 64	10,000 00

" " "	1900	100,534 64	752,799 27	14,298 74	867,632 65	4,137 04	11,090 06	10,897 79
" " "	1901	111,158 39	390,112 78	76,501 57	577,772 74	.....	12,342 32	11,755 09
" " "	1902	42,209 89	421,945 81	137,818 22	801,973 92	.....	14,403 28	13,673 26
" " "	1903	10,266 92	320,354 92	18,483 34	349,105 18	.....	15,246 91	20,092 79
" " "	1904	18,700 00	256,536 30	26,774 27	302,010 57	1,978 85	20,570 17	19,430 05
					8,209 63			
" " "	1905	8,108 99	292,337 29	8,109 98	308,556 26	5,573 69	23,399 45	21,492 46
" " "	1906	.....	140,920 65	.....	140,920 65	20,493 00	17,289 42	16,148 66
" " "	1907	.....	45,782 52	754 91	46,537 43	18,405 65	13,953 58	8,501 57
" " "	1908	.....	100,312 81	.....	100,512 81	16,635 15	19,441 86	18,563 82
" " "	1909	.....	11,987 59	.....	11,987 59	3,744 50	22,638 02	23,454 80
" " "	1910	.....	.....	.....	.....	.....	20,682 88	29,645 76
" " "	1911	.....	.....	.....	.....	2,622 39	21,893 61	21,681 75
" " "	1912	.....	.....	.....	3,200 00	43,965 21	25,753 98	26,875 25
" " "	1913	.....	1,372 82	.....	1,372 82	88,974 46	32,269 54	28,214 13
" " "	1914	.....	913 56	.....	913 56	35,155 43	32,194 46	34,701 99
" " "	1915	.....	.....	.....	.....	15,092 33	34,516 82	30,624 65
" " "	1916	.....	.....	.....	.....	.....	33,838 38	593,523 49
Total	.....	877,090 57	6,121,213 70	2,158,242 00	* 10,491,098 07	297,559 36	620,819 79	593,523 49

*Original construction	$ 1,320,655 54
Cost of enlargement	9,170,442 53
Total	$10,491,098 07

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

W. C. LITTLE,
Accountant.

STATEMENT showing the amounts expended on Construction and Enlargement of Canals, to March 31, 1916.

Canal.	Capital.		
	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Beauharnois	1,636,690 26		1,636,690 26
Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Chambly	637,056 76	94,639 76	731,696 52
Cornwall	1,945,624 73	5,300,679 48	7,246,304 21
Culbute	382,391 46		382,391 46
Lachine	2,589,532 85	11,519,078 74	14,108,611 59
Lake St. Francis		75,906 71	75,906 71
Lake St. Louis		298,176 11	298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,084,323 37	83,745 84	4,168,069 21
Sault Ste. Marie	4,994,372 51		4,994,372 51
Soulanges	7,904,044 53		7,904,044 53
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
St. Lawrence River and Canals	18,442 85	3,451,470 56	3,469,913 41
St. Ours Lock	121,537 65	5,690 91	127,228 56
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	15,626,295 14		15,626,295 14
Welland	7,693,824 03	21,925,171 63	29,618,995 66
Welland Ship Canal	9,960,563 44		9,960,563 44
Williamsburg, Farran's Point		877,090 57	10,491,098 07
Williamsburg, Galops		6,121,213 70	
Williamsburg, Rapide Plat		2,158,242 00	
Williamsburg, Williamsburg	1,320,655 54	13,896 26	
Total	61,499,958 35	57,079,800 71	118,579,759 06

RECAPITULATION.

YEARLY Expenditure on Canals and Revenue received to March 31, 1916.

—	Year ending.	Capital.	Income.	Revenue.		Revenue received.
				Staff.	Repairs.	
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure	.....	20,593,866 13	98,378 46	.....	.....	.....
Government expenditure 1868 to 1879 included	.....	17,004,842 55	515,196 21	1,830,398 92	17,832,998 61	5,079,068 36
Govt. expenditure since	1880	2,123,366 34	.....	195,039 33	147,167 52	341,598 14
" "	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" "	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" "	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" "	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" "	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
" "	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" "	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" "	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" "	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" "	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" "	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" "	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" "	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
" "	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
" "	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" "	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" "	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 53
" "	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 81
" "	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 38
" "	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 86
" "	1901	2,360,569 80	135,500 57	314,095 04	262,876 07	315,425 69
" "	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 68
" "	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 15
" "	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	† 79,536 51
" "	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 21
" "	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 76
" "	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 15
" "	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 13
" "	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 26
" "	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 28
" "	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 49
" "	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
" "	1913	2,255,448 21	292,960 26	605,248 57	535,135 66	307,567 66
" "	1914	2,824,536 79	351,397 24	642,844 68	574,038 68	380,188 06
" "	1915	5,490,796 03	405,806 32	675,770 67	562,599 27	427,763 14
" "	1916	6,142,148 96	348,174 41	697,532 44	529,565 23	446,722 21
Total	.....	*118,579,759 06	8,391,501 36	15,413,911 99	12,717,482 05	16,203,848 18

*This does not include expenditure which has been charged to Miscellaneous Canals Expenditure but only the amount expended on specified canals.

†Canal tolls abolished this year.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

MISCELLANEOUS CANALS EXPENDITURE.

STATEMENT showing the Expenditure from Confederation to March 31, 1916.

——	Year ending.	Capital.	Income.	Revenue.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
Government expenditure 1868 to 1879	.....	.....	1,860 00	104,726 70	106,586 70
Govt. expenditure since	1880	.....	2,561 55	323 16	2,884 71
" "	1881	.....	2,338 41	5,535 22	7,873 63
" "	1882	.....	.....	9,826 23	9,826 23
" "	1883	.....	11,781 27	6,978 54	18,759 81
" "	1884	.....	7,486 62	8,305 41	15,792 03
" "	1885	.....	16,725 47	1,210 61	17,936 08
" "	1886	.....	20,323 62	776 30	21,099 92
" "	1887	.....	23,512 00	649 04	24,161 04
" "	1888	.....	34,533 07	5,799 83	40,332 90
" "	1889	.....	10,091 87	5,207 64	15,299 51
" "	1890	.....	16,426 69	49,550 21	65,976 90
" "	1891	.....	16,925 31	56,922 05	73,847 36
" "	1892	.....	6,540 49	65,074 07	71,614 56
" "	1893	.....	8,498 41	63,965 54	72,463 95
" "	1894	.....	2,883 11	60,265 22	63,148 33
" "	1895	.....	4,132 28	60,769 56	64,901 81
" "	1896	.....	10,893 40	70,340 22	81,233 64
" "	1897	.....	2,937 47	62,777 12	65,714 52
" "	1898	.....	1,719 69	56,284 42	58,004 19
" "	1899	.....	1,318 79	66,850 29	68,169 08
" "	1900	.....	11,873 35	58,836 57	70,709 92
" "	1901	.....	12,267 99	61,938 61	74,206 60
" "	1902	.....	3,658 23	65,770 65	69,428 88
" "	1903	.....	2,491 84	63,175 19	65,667 03
" "	1904	.....	3,730 79	66,067 30	69,798 09
" "	1905	.....	1,498 14	64,515 07	66,013 21
" "	1906	.....	9,160 44	62,171 45	71,331 89
" "	1907	.....	9,687 55	66,251 27	75,938 82
" "	1908	14,999 70	24,760 08	105,518 99	145,278 77
" "	1909	5,034 00	28,819 54	106,065 87	139,919 41
" "	1910	.....	29,421 06	111,755 68	141,176 74
" "	1911	.....	54,734 48	103,398 27	158,132 75
" "	1912	5,999 20	57,151 70	110,049 21	173,200 11
" "	1913	3,809 24	39,026 95	121,370 46	164,206 65
" "	1914	5,124 55	37,887 51	147,729 40	190,741 46
" "	1915	.....	38,923 85	140,235 84	179,159 69
" "	1916	.....	49,490 54	139,951 79	189,442 33
Total	.....	34,966 69	618,073 56	2,356,939 00	3,009,979 25

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

SESSIONAL PAPER No. 20

STATEMENT of the Canals Revenue received during year ending March 31, 1916.

Collection Divisions.	Wharfage, Storage, Harbour Dues, etc.	Hydraulic and other Rents.	Total.
	$ cts.	$ cts.	$ cts.
Welland Canal	.....	540 00	540 00
Port Colborne	41 70	8,422 07	8,463 77
Port Colborne Elevator	165,925 20	.....	165,925 20
Port Dalhousie	462 52	70,310 50	70,773 02
Totals	166,429 42	79,272 57	245,701 99
Welland Ship Canal	.....	100 00	100 00
St. Lawrence Canals—			
Coteau Landing (Beauharnois Canal)	.....	15,040 15	15,040 15
" " (Soulanges Canal)	65 00	3,532 00	3,597 00
Cornwall	786 60	4,206 50	4,993 10
Cardinal—Williamsburg Canal	.....	1,885 00	1,885 00
Lachine Canal (Montreal)	11,032 74	132,369 72	143,402 46
" " (Lachine)	526 76	.....	526 76
Totals	12,411 10	157,033 37	169,444 47
Chambly Canal	.....	684 00	684 00
Chambly	16 00	61 00	77 00
St. John's	.....	213 00	213 00
St. Ours Lock	5 00	.....	5 00
Totals	21 00	958 00	979 00
Ottawa River Canals—			
Carillon & Grenville Canal	.....	197 00	197 00
" " Grenville	8 00	1,551 75	1,559 75
" " Carillon	.....	630 00	630 00
Ste. Anne's Lock	292 24	152 00	444 24
Chats Falls Canal	.....	1 00	1 00
Totals	300 24	2,531 75	2,831 99
Rideau Canal	.....	1,968 00	1,968 00
Ottawa	331 50	3,246 23	3,577 73
Kingston Mills	.....	355 00	355 00
Smiths Falls	55 00	3,168 70	3,223 70
Totals	386 50	8,737 93	9,124 43
St. Peter's Canal	.....	2 00	2 00
Murray Canal	.....	215 00	215 00
Trent Canal	118 00	17,712 33	17,830 33
Sault Ste. Marie Canal	.....	493 00	493 00
Grand totals	179,666 26	267,055 95	446,722 21
Net amount deposited to the credit of the Receiver General	.....	.....	446,722 21

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

STATEMENT of Hydraulic and other rents, showing rent accrued, paid, and balances yet due March 31, 1916.

Balance due April 1, 1915	Hydraulic and other rents accrued 1915–16.	Lock House. rents.	Totals.	Canals.	Abatement for overcharges.	DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Balance due Mar. 31, 1916.	Totals.
						Lock House rents.	Hydraulic rents, etc.		
$ cts.	$ cts.	$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
65,167 90	99,462 48	540 00	165,170 38	Welland	22,398 29	540 00	78,732 57	63,424 52	165,170 38
.....	364 00	.....	364 00	Welland Ship	.....	.....	100 00	264 00	364 00
8 711 17	4,192 00	216 00	13,119 17	Williamsburg	850 00	216 00	1,669 00	10,384 17	13,119 17
5,153 87	13,148 73	.....	18,302 60	Cornwall	.....	.....	4,206 50	14,096 10	18,302 60
6,580 84	15,110 15	.....	21,690 99	Beauharnois	.....	.....	15,040 15	6,650 84	21,690 99
30,649 95	130,614 83	204 00	161,468 78	Lachine	164 00	204 00	132,165 72	28,999 40	161,468 78
940 84	220 00	684 00	1,844 84	Chambly	164 00	684 00	274 00	722 84	1,844 84
6,395 96	7,146 10	1,968 00	15,510 06	Rideau	55 00	1,968 00	6,769 93	6,717 13	15,510 06
191 45	16,610 97	1,300 00	18,102 42	Trent	70 45	1,300 00	16,412 33	330 30	18,102 42
60 00	493 00	.....	553 00	Sault Ste. Marie	.....	.....	493 00	60 00	553 00
28,165 31	643 00	197 00	29,005 31	Carillon and Grenville	5,226 48	197 00	2,181 75	21,400 08	29,005 31
.....	3,136 00	396 00	3,532 00	Soulanges	.....	396 00	3,136 00	.....	3,532 00
4 00	32 00	120 00	156 00	Ste. Anne's Lock	.....	120 00	32 00	4 00	156 00
.....	1 00	.....	1 00	Chats Falls	.....	.....	1 00	.....	1 00
.....	2 00	.....	2 00	St. Peters	.....	.....	2 00	.....	2 00
3 00	9 00	205 00	217 00	Murray	.....	205 00	10 00	2 00	217 00
152,024 29	291,185 26	5,830 00	449,039 55	.....Totals.....	28,928 22	5,830 00	261,225 95	153,055 38	449,039 55

OTTAWA, July 25, 1916.
DEPARTMENT OF RAILWAYS AND CANALS,

W. C. LITTLE,
Accountant.

SESSIONAL PAPER No. 20

RECAPITULATION—Statement of Expenditure by Canal to March 31, 1916.

	Capital.	Income.	Revenue.		Totals.
			Staff.	Repairs.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Baie Verte		44,387 53			44,387 53
Beauharnois	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon and Grenville	4,182,092 96	351,431 74	788,478 60	560,414 40	5,882,417 70
Chambly	731,696 52	759,574 15	946,844 80	907,558 79	3,345,674 26
Cornwall	7,246,304 21	592,038 21	1,554,282 74	956,094 27	10,348,719 43
Culbute Lock	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine	14,108,611 59	1,420,902 70	2,662,536 68	2,012,065 75	20,204,116 72
Lake St. Francis	75,906 71	25,043 68			100,950 39
Lake St. Louis	298,176 11				298,176 11
Murray	1,248,946 71	101,423 11	133,983 99	97,161 44	1,581,515 25
Rideau	4,168,069 21	646,832 76	1,665,890 89	1,696,166 44	8,176,959 30
Sault Ste. Marie	4,994,372 51	280,098 04	397,825 51	349,935 99	6,022,232 05
Soulanges	7,904,044 53	157,574 35	504,256 13	437,547 11	9,003,422 12
Ste. Anne's Lock	1,170,215 63	84,044 81	112,047 47	138,282 62	1,504,590 53
St. Lawrence Riv. and Canals	3,469,913 41	128,298 11			3,598,211 52
St. Ours Lock	127,228,56	174,028 88	114,324 51	97,193 02	512,774 97
St. Peters	648,547 14	534,991 54	113,161 44	35,968 17	1,332,668 29
Tay	489,599 23	748 65			490,347 88
Trent	15,626,295 14	924,169 46	522,515 82	674,369 76	17,747,350 18
Welland	29,618,995 66	1,541,620 07	4,615,861 25	3,628,473 42	39,404,950 40
Welland Ship	9,960,563 44				9,960,563 44
Williamsburg	1,334,551 80				
" Farran's Point	877,090 57	297,559,36	620,819 79	593,523 49	12,003,000 71
" Galops	6,121,213 70				
" Rapide Plat	2,158,242 00				
Total	118,579,759 06	8,391,501 36	15,413,911 99	12,717,482 05	155,102,654 46
Expenditure Canals General	34,966 69	618,073 56		2,356,939 00	3,009,979 25
Total expenditure	118,614,725 75	9,009,574 92	15,413,911 99	15,074,421 05	158,112,633 71

W. C. LITTLE,

Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,

OTTAWA, July 25, 1916.

ANNAPOLIS AND DIGBY RAILWAY.

——	Year.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1889	9,847 27	.....
" " "	1890	381,942 75	.....
" " "	1891	196,869 36	.....
" " "	1892	26,129 89	.....
" " "	1893	2,190 62	.....
" " "	1894	1,675 36	.....
" " "	1895	570 55	.....
" " "	1896	.....	.....
" " "	1897	41,457 29	.....
" " "	1898	.....	.....
" " "	1899	.....	.....
" " "	1900	.....	.....
" " "	1901	.....	8,381 82
Total	.....	*660,863 09	8,381 82

*Of this amount Parliament voted, under 52 Vic., chap. 8, the sum of $500,000 as a subsidy to the Western Counties Railway, N.S.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

CANADA EASTERN RAILWAY.

——	Year.	Capital.
		$ cts.
Government expenditure since Confederation	1905	800,000 00
" " "	1906	.....
" " "	1907	.....
" " "	1908	19,000 00
Total	.....	*819,000 00

*Included in total cost of Intercolonial Railway System, page 48.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

CANADIAN PACIFIC RAILWAY.

	Year.	Construction, including subsidy of $25,000,000.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1871	30,148 32		
" " "	1872	489,428 16		
" " "	1873	561,818 44		
" " "	1874	310,224 88		
" " "	1875	1,546,241 67		
" " "	1876	3,346,567 06		
" " "	1877	1,691,149 97		
" " "	1878	2,228,373 13		
" " "	1879	2,240,285 47		
" " "	1880	4,044,522 72	78,892 01	104,975 69
" " "	1881	4,968,503 93	236,944 98	291,498 06
" " "	1882	(1) 4,589,075 79	1,786 20	
" " "	1883	(2) 10,033,800 04	266 09	
" " "	1884	(3) 11,192,722 02	327 02	
" " "	1885	(4) 9,900,281 53		
" " "	1886	(5) 3,672,584 81		
" " "	1887	(6) 915,057 49		
" " "	1888	52,098 65		
" " "	1889	86,716 07		
" " "	1890	40,980 54		
" " "	1891	37,367 00		
" " "	1892	66,211 39		
" " "	1893	413,836 49		
" " "	1894	146,539 87		
" " "	1895	49,209 77		
" " "	1896	65,669 49		
" " "	1897	14,054 50		
" " "	1898	692 17		
" " "	1899	8,418 53		
" " "	1900	236 11		
" " "	1901	8,978 87		
" " "	1902	448 70		
" " "	1903			
" " "	1904	33,076 39		
" " "	1905			
" " "	1906			
" " "	1907			
" " "	1908	600 00		
" " "	1909	937 77		
" " "	1910			
" " "	1911	2,918 35		
" " "	1912			
" " "	1913			
" " "	1914			
Total		*62,789,776 09	318,216 30	396,473 75

*Agrees with Public Accounts Balance Sheet, 1916.

(1) Including ..... $ 2,210,000 00 on account subsidy.
(2) " ..... 5,323,076 60 "
(3) " ..... 7,254,208 27 "
(4) " ..... 6,862,201 00 "
(5) " ..... 2,890,427 00 "
(6) " ..... 460,087 13 "

†$25,000,000 00

†*See* also statement page 62 and following for the expenditure.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

CAPE BRETON RAILWAY.

	Year.	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure since Confederation	1887	76,501 89	.....
" " "	1888	689,450 50	.....
" " "	1889	1,083,276 60	.....
" " "	1890	1,170,523 62	.....
" " "	1891	521,441 62	.....
" " "	1892	99,936 96	.....
" " "	1893	59,982 74	.....
" " "	1894	158,770 61	.....
" " "	1895	*	.....
" " "	1896	*	.....
" " "	1897	405 00	.....
" " "	1898	389 60	.....
Total	.....	‡3,860,679 14	†

*Included in Intercolonial Railway capital. † Included in Intercolonial Railway working expenses.
‡Included in total cost of Intercolonial Railway system, *see* page 48.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

CARLETON BRANCH RAILWAY.

	Year.	Capital.	Working Expenses.
		$ cts.	$ cts
Government expenditure since Confederation	1886	85,610 69	.....
" " "	1887	2,299 62	.....
" " "	1888	500 17	.....
Total	.....	88,410 48	.....
*Less amount received from city of St. John, N.B.	.....	40,000 00	.....
Net cost	.....	48,410 48	.....

*Victoria, chap. 6, transferred the Carleton Branch Railway to the city of St. John, N.B., for the sum of $40,000, which sum was paid in March, 1893, to the Receiver General.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

DRUMMOND COUNTY RAILWAY.

	Year.	Construction.	Working. Expenses.
		$ cts.	$ cts.
Government expenditure since Confederation	1900	1,459,000 00	.....
" " "	1901	.....	.....
" " "	1902	5,000 00	.....
Total	.....	*1,464,000 00	*

*Included in total cost of Intercolonial Railway system, page 48.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

EASTERN EXTENSION RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1884	1,284,311 97	10,033 77	30,767 66
" " "	1885	2,055 92	78,273 65	73,050 01
" " "	1886	183 79	94,756 06	66,893 11
" " "	1887	.....	94,254 04	64,107 10
" " "	1888	.....	90,954 73	70,552 20
" " "	1889	34,235 73	90,719 04	72,436 65
" " "	1890	.....	79,102 77	84,658 95
" " "	1891	3,255 40	*	†
Total	.....	‡1,324,042 81	538,094 06	462,465 68

*Included in Intercolonial Railway expenses. †Included in Intercolonial Railway revenue.
‡Included in total cost of Intercolonial Railway system, page 48.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

HUDSON BAY RAILWAY.

	Year.	Capital.
		$ cts.
Government expenditure since Confederation	1909	92,427 83
" " "	1910	53,042 63
" " "	1911	184,149 81
" " "	1912	159,632 00
" " "	1913	1,099,063 15
" " "	1914	4,498,717 25
" " "	1915	4,773,743 99
" " "	1916	4,889,131 77
Total		15,749,908 43

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

——	Year.	Construction.	Income.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.	$ cts.
Expenditure prior to Confederation.....	.....	10,766,725 54	.....	.....	.....
" since 1868 to 1879 included	.....	25,847,852 40	.....	13,382,773 41	3,670,469 65
" " "	1880	2,048,014 60	.....	1,607,956 70	1,520,310 45
" " "	1881	608,732 80	.....	1,780,353 53	1,777,856 76
" " "	1882	585,568 79	.....	2,080,592 37	2,100,315 85
" " "	1883	1,616,632 96	.....	2,383,477 20	2,395,034 99
" " "	1884	1,405,377 52	.....	2,366,719 95	2,376,666 19
" " "	1885	1,195,363 08	.....	2,460,229 87	2,392,605 00
" " "	1886	544,958 17	.....	2,508,473 10	2,406,858 88
" " "	1887	823,070 86	.....	2,854,158 91	2,621,337 41
" " "	1888	742,203 09	.....	3,300,481 94	2,937,337 40
" " "	1889	655,228 13	.....	3,174,785 19	2,923,736 46
" " "	1890	365,246 48	.....	3,500,455 80	2,958,243 38
" " "	1891	79,929 34	.....	3,691,273 65	3,007,630 51
" " "	1892	168,101 77	.....	3,458,891 39	2,978,950 82
" " "	1893	228,984 79	.....	3,062,207 45	3,099,815 20
" " "	1894	166,362 43	.....	2,999,317 07	3,020,485 74
" " "	1895	327,034 51	.....	2,964,940 98	2,979,795 59
" " "	1896	259,105 23	.....	3,029,304 08	2,994,201 93
" " "	1897	145,142 00	.....	2,936,789 71	2,906,631 25
" " "	1898	252,367 20	70,000 00	3,275,830 14	3,154,896 49
" " "	1899	1,081,929 94	210,000 00	3,478,559 30	3,775,558 08
" " "	1900	1,796,348 29	.....	4,444,296 25	4,599,423 14
" " "	1901	3,633,836 57	.....	5,477,295 30	5,019,497 76
" " "	1902	4,621,841 05	.....	5,590,939 57	5,720,990 50
" " "	1903	2,254,266 68	.....	6,214,496 38	6,366,884 53
" " "	1904	1,880,856 60	.....	7,264,263 13	6,392,865 48
" " "	1905	3,937,621 93	.....	8,535,689 91	6,833,561 50
" " "	1906	3,675,170 90	.....	7,599,400 33	7,693,282 40
" " "	1907	1,505,209 26	.....	6,045,597 15	6,293,751 52
" " "	1908	4,363,394 01	.....	9,195,347 64	9,229,989 21
" " "	1909	3,867,232 16	.....	9,364,256 10	8,583,100 79
" " "	1910	1,278,409 45	.....	8,668,620 23	9,328,888 97
" " "	1911	762,869 06	.....	9,613,774 77	9,911,974 83
" " "	1912	1,710,448 56	.....	10,624,889 89	10,666,962 44
" " "	1913	2,391,987 53	.....	12,009,953 31	12,052,729 39
" " "	1914	4,329,694 68	.....	12,893,735 98	12,940,066 52
" " "	1915	6,663,436 65	.....	11,456,356 00	11,468,042 36
" " "	1916	7,635,050 25	.....	12,551,495 84 1,515,895 57	14,068,791 41
Total.....	.... †	106,312,705 26	280,000 00	218,463,865 09	211,169,540 78

*Continued page 48.

†Including $296,872.90 paid to Nova Scotia Railway and European and North American Railway, New Brunswick, and charged to "Consolidated Fund."

INTERCOLONIAL RAILWAY—*Concluded.*

Total cost of construction as shown on page 47		†$106,312,705 26
Less amounts transferred from Capital to Consolidated Fund as follows:—		
European and North American Railway from 1868 to 1873	$ 88,363 18	
Nova Scotia Railway from 1868 to 1873	208,509 72	
		296,872 90
		$ 106,015,832 36
To which add the following—		
Canada Eastern Railway, page 42		819,000 00
Cape Breton Railway, page 44		3,860,679 14
Drummond County Railway, page 45		1,464,000 00
Eastern Extension Railway, page 45		1,324,042 81
Montreal and European Short Line Railway, page 49		333,942 72
Oxford and New Glasgow, page 51		1,949,063 21
Total capital cost of International Railway System		*$115,766,560 24

*Agreeing, less outstanding cheques, with Public Accounts, 1916.

†Including $220.48, amount of an Exchequer Court award in 1907 against the Oxford and New Glasgow Railway.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

——	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.	1915	1,300 00	*111,706 35	65,468 92
" " " "	1916	2,637 47	206,651 38	104,623 49
Total	.....	3,937 47	318,357 73	170,092 41

*Includes $45,000 for Lease of Railway as per Statute.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

MONTREAL AND EUROPEAN SHORT LINE RAILWAY.

——	Year.	Construction.	Working Expenses.
		$ cts.	$ cts.
Government expenditure since Confederation	1885	49,587 45	.....
" " "	1886	135,214 38	.....
" " "	1887	24,157 32	.....
" " "	1888	397 35	.....
" " "	1889	.....	.....
" " "	1890	.....	.....
" " "	1891	124,568 23	.....
" " "	1892	.....	.....
" " "	1893	.....	.....
" " "	1894	17 99	.....
Total	.....	*333,942 72	.....

*Included in total cost of Intercolonial Railway system, page 48.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

NATIONAL TRANSCONTINENTAL RAILWAY.

——	Year.	Construction.	Working Expenses.	Revenue.
		$ cts.	$ cts.	$ cts.
Government expenditure since Confederation.....	1904	6,249 40	.....	.....
" " "	1905	778,491 28	.....	.....
" " "	1906	1,841,269 95	.....	.....
" " "	1907	5,537,867 50	.....	.....
" " "	1908	18,910,449 41	.....	.....
" " "	1909	24,892,422 68	.....	.....
" " "	1910	19,968,126 86	.....	.....
" " "	1911	23,488,208 40	.....	.....
" " "	1912	21,110,683 05	.....	.....
" " "	1913	13,766,916 39	.....	.....
" " "	1914	12,670,108 27	94,074 10	44,634 11
" " "	1915	9,831,952 58	239,527 25	153,213 55
" " "	1916	7,078,451 69	4,410,528 75	3,758,387 39
Total.....	.....	* 159,881,197 46	4,744,130 10	3,956,235 05

*Agrees with Public Accounts Balance Sheet, 1916.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

	Year.	Capital.	Working Expenses.	Revenue Received.
		$ cts.	$ cts.	$ cts.
Government expenditure since Confederation	1915	24,700 00	43,942 53	25,419 81
" " "	1916	199,511 28	87,030 93	50,414 34
Total		224,211 28	130,973 46	75,834 15

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

OXFORD AND NEW GLASGOW RAILWAY.

	Year	Capital.	Working Expenses.
		$ cts.	$ cts.
Government expenditure since Confederation	1888	280,932 35	
" " "	1889	840,553 57	
" " "	1890	434,073 60	
" " "	1891	220,886 39	
" " "	1892	48,745 23	
" " "	1893	7,922 80	
" " "	1894	112,382 75	
" " "	1895	*	
" " "	1896	*	
" " "	1897	3,565 52	
Total		‡1,949,063 21	†

*Included by Intercolonial Railway capital. †Included in Intercolonial Railway working expenses.
‡Included in total cost of Intercolonial Railway system, page 48. Add $220.48 amount of Exchequer Court Award paid in 1907 and included in Intercolonial Railway.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

PRINCE EDWARD ISLAND RAILWAY

	Year.	Construction.	Working Expenses.	Revenue received.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		3,114,735 11		
" since 1874 to 1879 included		335,313 64	943,532 91	534,975 38
" " "	1880	16,539 82	164,640 55	113,851 11
" " "	1881		203,122 88	131,131 43
" " "	1882	402 03	228,259 97	137,267 54
" " "	1883	57,186 02	252,808 41	146,170 42
" " "	1884	130,663 38	236,428 13	144,504 12
" " "	1885	76,956 56	211,207 01	158,588 06
" " "	1886	4,668 33	216,744 34	155,584 36
" " "	1887	5,800 00	204,237 45	155,303 37
" " "	1888		229,639 95	158,363 62
" " "	1889		247,559 44	171,369 56
" " "	1890		266,485 85	160,971 78
" " "	1891		257,990 08	174,258 05
" " "	1892	8,300 49	289,706 38	157,442 69
" " "	1893		226,422 17	162,690 42
" " "	1894		226,891 06	158,533 83
" " "	1895		232,905 19	149,654 78
" " "	1896		225,138 56	146,476 54
" " "	1897		240,489 90	153,443 13
" " "	1898	17,541 88	231,418 74	158,950 61
" " "	1899	22,000 00	218,053 01	165,012 03
" " "	1900	53,546 02	220,931 81	174,738 73
" " "	1901	280,173 93	261,766 24	193,883 48
" " "	1902	475,997 94	270,159 97	197,999 93
" " "	1903	829,414 18	259,637 82	217,714 24
" " "	1904	698,877 47	335,695 44	234,390 03
" " "	1905	591,412 65	370,464 44	217,330 61
" " "	1906	496,124 89	294,253 16	257,270 57
" " "	1907	91,710 52	283,148 50	215,434 97
" " "	1908	390,461 83	399,947 79	304,579 83
" " "	1909	561,206 90	400,330 41	311,319 63
" " "	1910	206,396 97	427,283 73	319,074 74
" " "	1911	94,320 56	424,104 00	337,419 55
" " "	1912	128,041 91	449,962 91	367,203 39
" " "	1913	103,001 03	489,972 34	389,474 07
" " "	1914	129,574 95	571,415 37	409,616 74
" " "	1915	570,530 70	598,226 97	415,495 44
" " "	1916	1,350,472 73	545,020 62	390,926 82
Total		10,841,372 44	12,156,003 60	8,548,415 60

*Agrees with Public Accounts Balance Sheet, 1916.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

	Year.	Capital.	Income.
		$ cts.	$ cts.
Government expenditure since Confederation	1909		422,867 12
" " "	1910		111,788 02
" " "	1911	227,563 40	
" " "	1912	603,293 07	
" " "	1913	1,512,825 96	
" " "	1914	2,604,105 61	
" " "	1915	2,816,305 10	
" " "	1916	2,746,813 70	
Total		10,510,906 84	534,655 14
Less amount received from the Phoenix Bridge Co., 1910			100,000 00
Total		*10,510,906 84	434,655 14

*Capital Expenditure as above ..... $ 10,510,906 84

In this Expenditure a total of $91,188.10 has been credited, being received, for the sale of scrap and used material from the collapsed bridge.

Add amounts paid by the Finance Department not included above:—

Amount guaranteed by Act of 1903, Chap. 54	$6,424,781 00	
Amount paid to the Province of Quebec	250,000 00	
Amount paid to city of Quebec	300,000 00	
Amount paid to Emile Tanguay, as per Supreme Court award	485 20	6,975 266 20
		$ 17,486,173 04
Less amount received from the Phoenix Bridge Co.		100,000 00
Agrees with Public Accounts Balance Sheet, 1916		$ 17,386,173 04
To which add the expenditure under Income, 1909 and 1910	$ 534,655 14	
Add also amount paid for subsidies in 1901, 1902 and 1903	374,353 33	909,008 47
Total expenditure to date March of 31, 1916		$ 18,295,181 51

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

ST. JOHN AND QUEBEC RAILWAY.

——	Year.	Capital.	Working Expenses.	Revenue Received.
			$ cts.	$ cts.
Government expenditure since Confederation	1915		24,694 75	21,717 24
" " "	1916		90,757 13	54,765 21
Total			115,451 88	76,482 45

*The actual revenue during the fiscal year is $57,742.71, a sum of $2,977.51 having been deducted to adjust the excess shown in the revenue of 1914-15.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

YUKON TERRITORY WORKS.

(Stikine-Teslin Railway.)

——	Year.	Construction.
		$ cts.
Government expenditure since Confederation	1902	283,323 55
Total		*283,323 55

*Agrees with Public Accounts Balance Sheet, 1902-1903, page 6.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

SESSIONAL PAPER No. 20

STATEMENT showing net amount expended on Capital Account on Canadian Government Railways.

Railways.	—	—
	$ cts.	$ cts.
Intercolonial, pages 47–48	106,015,832 36	
Cape Breton, page 44	3,860,679 14	
Oxford and New Glasgow, page 51	1,949,063 21	
Eastern Extension, page 45	1,324,042 81	
Drummond County, page 45	1,464,000 00	
Montreal and European Short Line, page 49	333,942 72	
Canada Eastern, page 42	819,000 00	
Total		115,766,560 24
Carleton Branch, page 44		48,410 48
Prince Edward Island, page 52		10,841,372 44
Canadian Pacific, page 43		62,789,776 09
Annapolis and Digby, page 42		660,683 09
Yukon Territory Works (Stikine-Teslin Ry.), page 54		283,323 55
National Transcontinental, page 50		159,881,197 46
Governor General's Cars		71,538 82
Hudson Bay Railway, page 46		15,749,908 43
International Railway of New Brunswick, page 49		3,937 47
New Brunswick and Prince Edward Island Railway, page 5		224,211 28
Total		* 366,320,919 35
Memo re Recapitulation—Railways.		
Total cost as per statement above		366,320,919 35
Add amounts transferred from Capital to Consolidated Fund, Intercolonial Railway, *see* statement, page 48		296,872 90
Agreeing with total amount paid on Construction, as per statement, page 56		366,617,792 25

*Amounts paid for Quebec Bridge, page 53, and amount of Miscellaneous Expenditure, page 57, not included in above.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

RECAPITULATION GOVERNMENT RAILWAYS.

	Year.	Construction.	Working expenses.	Revenue.
		$ cts.	$ cts.	$ cts.
Government expenditure prior to Confederation		13,881,460 65		
" since "	1868	483,353 65	359,961 08	420,752 58
" " "	1869	282,615 18	387,548 47	455,022 76
" " "	1870	1,729,381 49	445,208 75	471,245 09
" " "	1871	2,946,930 45	442,993 31	565,713 52
" " "	1872	5,620,569 67	595,076 22	622,900 56
" " "	1873	5,763,268 81	1,011,892 60	703,458 26
" " "	1874	3,925,123 69	1,847,925 24	893,430 17
" " "	1875	5,018,427 85	1,581,934 24	886,087 42
" " "	1876	4,497,434 75	1,497,128 22	966,922 42
" " "	1877	3,209,502 16	1,890,268 80	1,285,110 27
" " "	1878	2,643,741 73	2,032,873 05	1,514,846 38
" " "	1879	2,507,053 71	2,233,496 34	1,419,955 60
" " "	1880	6,109,077 14	1,851,489 26	1,739,137 25
" " "	1881	5,577,236 73	2,220,421 39	2,200,486 25
" " "	1882	5,175,046 61	2,310,638 54	2,237,583 39
" " "	1883	11,707,619 02	2,636,551 70	2,541,205 41
" " "	1884	14,013,074 89	2,613,508 87	2,551,937 97
" " "	1885	11,224,244 54	2,749,710 53	2,624,243 07
" " "	1886	4,443,220 17	2,819,973 50	2,628,336 35
" " "	1887	1,846,887 18	3,152,650 40	2,840,747 88
" " "	1888	1,765,582 11	3,621,076 62	3,166,253 22
" " "	1889	2,709,857 37	3,513,063 67	3,167,542 67
" " "	1890	22,392,767 99	3,846,044 42	3,203,874 11
" " "	1891	1,184,317 34	3,949,263 73	3,181,888 56
" " "	1892	417,425 73	3,748,597 77	3,136,393 51
" " "	1893	712,917 44	3,288,629 62	3,262,505 62
" " "	1894	585,749 01	3,226,208 13	3,169,019 57
" " "	1895	376,814 83	3,197,846 17	3,129,450 37
" " "	1896	324,774 72	3,254,442 64	3,140,678 47
" " "	1897	204,624 31	3,195,959 58	3,060,074 38
" " "	1898	270,990 85	3,507,248 88	3,313,847 10
" " "	1899	1,112,348 47	3,696,612 31	3,940,570 11
" " "	1900	3,309,130 42	4,665,228 06	4,774,161 87
" " "	1901	3,922,989 37	5,739,051 54	5,213,381 24
" " "	1902	5,386,611 24	5,861,099 54	5,918,990 43
" " "	1903	3,083,680 86	6,474,134 20	6,584,598 77
" " "	1904	2,619,059 86	7,599,958 57	6,627,255 51
" " "	1905	6,125,481 79	8,906,154 35	7,050,892 11
" " "	1906	6,102,565 74	7,893,653 49	7,950,552 97
" " "	1907	7,174,370 17	7,328,745 65	6,509,186 49
" " "	1908	23,684,005 25	9,595,295 43	9,534,569 04
" " "	1909	29,414,227 34	9,764,586 51	8,894,410 42
" " "	1910	21,505,975 91	9,095,903 96	9,647,963 71
" " "	1911	24,532,466 18	10,037,878 77	10,249,394 38
" " "	1912	23,108,805 52	11,074,852 80	11,034,165 83
" " "	1913	17,375,968 10	12,499,925 65	12,442,203 46
" " "	1914	21,628,095 15	13,559,225 45	13,394,317 37
" " "	1915	21,865,663 92	12,474,453 85	12,149,357 32
" " "	1916	21,155,255 19	19,407,380 22	18,427,908 65
Total		*366,657,792 25	237,703,772 09	224,854,539 86

Total amount paid on construction	$ 366,657,792 25
Less amount received from the city of St. John, N.B., as purchase price of the Carleton Branch Railway	40,000 00
Cost of construction	†$366,617,792 25

*Amount paid for Quebec Bridge and amount of Capital Expenditure, page 57, not included.
†Agreeing with amount expended on Capital Account on Railways, etc., see page 55.

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

SESSIONAL PAPER No. 20

MISCELLANEOUS EXPENDITURE ON RAILWAYS.

STATEMENT showing the Expenditure from Confederation to March 31, 1916, yearly.

	Year ending.	Capital.	Income.	Revenue.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
Gov't expenditure prior to Confederation					
" since " 1868 to	1876				
" " "	1877			43,639 97	43,639 97
" " " 1878 to	1883				
" " "	1884		62,256 58		62,256 58
" " "	1885		11,003 38		11,003 38
" " "	1886		10,383 59		10,383 59
" " "	1887		23,545 34		23,545 34
" " "	1888		22,898 90		22,898 90
" " "	1889		16,552 64		16,552 64
" " "	1890		50,909 74		50,909 74
" " "	1891		16,314 41		16,314 41
" " "	1892		19,062 51		19,062 51
" " "	1893		4,313 73		4,313 73
" " "	1894		4,855 11		4,855 11
" " "	1895		13,221 27		13,221 27
" " "	1896		6,562 20		6,562 20
" " "	1897		5,118 99		5,118 99
" " "	1898		8,327 96	1,400 00	9,727 96
" " "	1899		67,005 86		67,005 86
" " "	1900		33,496 99		33,496 99
" " "	1901		28,658 78		28,658 78
" " "	1902		21,752 58		21,752 58
" " "	1903		15,570 43		15,570 43
" " "	1904		85,353 17		85,353 17
" " "	1905		97,507 00		97,507 00
" " "	1906		99,018 80		99,018 80
" " "	1907		92,115 62		92,115 62
" " "	1908		178,266 39		178,266 39
" " "	1909		181,615 90		181,615 90
" " "	1910		200,329 52		200,329 52
" " "	1911		218,178 85	1,000 00	219,178 85
" " "	1912		257,670 45	3,950 00	261,620 45
" " "	1913		360,812 49	4,500 00	365,312 49
" " "	1914	18,000 00	384,018 59	11,300 00	413,318 59
" " "	1915		376,602 43	23,000 00	399,602 43
" " "	1916		316,479 82	1,400 00	317,879 82
Total		18,000 00	3,289,780 02	90,189 97	3,397,969 99

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

STATEMENT showing Expenditure common to both Railways and Canals from Confederation to March 31, 1916.

——	Year ending.	Capital.	Income.	Revenue.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
Gov't expenditure prior to Confederation	.....	.....	.....	.....	.....
" since " " 1868 to	1878	.....	232,839 35	69,113 66	301,952 01
" " " " 1879 to	1892	.....	.....	.....	.....
" " " "	1893	.....	28,640 93	.....	28,640 93
" " " "	1894	.....	15,746 31	.....	15,746 31
" " " "	1895	.....	19,304 87	.....	19,304 87
" " " "	1896	.....	25,194 21	.....	25,194 21
" " " "	1897	.....	25,142 90	597 39	25,740 29
" " " "	1898	.....	28,042 10	.....	28,042 10
" " " "	1899	.....	22,085 19	.....	22,085 10
" " " "	1900	.....	22,802 18	.....	22,802 18
" " " "	1901	.....	33,986 68	.....	33,986 68
" " " "	1902	.....	34,138 50	.....	34,138 50
" " " "	1903	.....	35,398 00	.....	35,398 00
" " " "	1904	.....	36,262 32	.....	36,262 32
" " " "	1905	.....	38,660 52	.....	38,660 52
" " " "	1906	.....	37,484 64	.....	37,484 64
" " " "	1907	.....	34,183 75	.....	34,183 75
" " " "	1908	.....	45,115 99	.....	45,115 99
" " " "	1909	.....	20,912 04	.....	20,912 04
" " " "	1910	.....	4,706 79	.....	4,706 79
" " " "	1911	.....	2,369 52	.....	2,369 52
" " " "	1912	.....	2,922 06	.....	2,922 06
" " " "	1913	.....	9,338 17	.....	9,338 17
" " " "	1914	.....	5,671 08	.....	5,671 08
" " " "	1915	.....	2,324 14	.....	2,324 14
" " " "	1916	.....	322,305 88	.....	322,305 88
Total.....	.....	.....	1,085,578 12	69,711 05	1,155,289 17

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

SESSIONAL PAPER No. 20

STATEMENT showing the Total Expenditure and Revenue of the Department of Railways and Canals prior to and since Confederation to March 31, 1916.

	$ cts.	$ cts.
TOTAL EXPENDITURE		$852,370,850 78
Expenditure on Railways	$607,999,534 33	
" Quebec Bridge	10,945,561 98	
" Railway Subsidies	74,157,831 59	
" Canals	158,112,633 71	
" Miscellaneous	1,155,289 17	
Total expenditure		852,370,850 78
CLASSIFICATION OF EXPENDITURE IN GENERAL—		
Capital Account	495,761,424 84	
Revenue Account	268,352,006 15	
Income Account	14,099,588 20	
Consolidated Fund—Railway Subsidies, page 69	74,157,831 59	
		852,370,850 78
CLASSIFICATION OF EXPENDITURE IN DETAIL—		
Railways—		
Capital—*See* pages 55 and 57	366,635,792 25	
Income—*See* pages 47, 48 and 57	3,569,780 02	
Revenue—*See* pages 56 and 57	237,793,962 06	
		607,999,534 33
Quebec Bridge—		
Capital—*See* page 53	10,510,906 84	
Income—*See* page 53	434,655 14	10,945,561 98
Railway Subsidies—*See* pages 60 to 71	74,157,831 59	74,157,831 59
Canals—		
Capital—*See* pages 37, 38 and 41	118,614,725 75	
Income—*See* pages 37, 38 and 41	9,009,574 92	
Revenue—*See* pages 37, 38 and 41	30,488,333 04	158,112,633 71
Miscellaneous Expenditure—		
Income—*See* page 58	1,085,578 12	
Revenue—*See* page 58	69,711 05	1,155,289 17
Total expenditure		852,370,850 78
CLASSIFICATION OF EXPENDITURE INTO CAPITAL AND CONSOLIDATED FUND—		
Railways—		
Capital—Including Quebec Bridge	377,146,699 09	
Consolidated Fund (Income and Revenue) Railway Subsidies, etc	315,956,228 81	
		693,102,927 90
Canals—		
Capital	118,614,725 75	
Consolidated Fund (Income and Revenue)	39,497,907 96	
		158,112,633 71
General Expenditure—		
Consolidated Fund (Income and Revenue)	1,155,289 17	1,155,289 17
Total expenditure		852,370,850 78
TOTAL REVENUE RECEIVED from July 1, 1867 to March 31, 1916—		
Railways—*See* page 56	224,854,539 86	
Canals—*See* page 37	16,203,848 18	
Total Revenue		$241,058,388 04

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

SUBSIDY STATEMENTS

I.---Statement showing the Railway Subsidies paid during the year ending March 31, 1916.

II.---Statement of Railway Subsidies paid from July 1, 1873, to March 31, 1916.

STATEMENT showing the Railway Subsidies paid during the year ending March 31, 1916.

Name of Railway.		Amount.
INTERNATIONAL RAILWAY OF NEW BRUNSWICK (formerly the Restigouche and Western Railway).		
From Campbellton towards Grand Falls		$ 791 93
QUEBEC CENTRAL RAILWAY COMPANY—		
From a point (31·34 miles from St. George) in the Parish of St. Sabine, County of Bellechasse, to a point in the Township of Dionne, County of L'Islet		43,161 60
CANADIAN NORTHERN ONTARIO RAILWAY COMPANY—		
From Ottawa, Ontario to Port Arthur, Ontario		495,604 83
KETTLE VALLEY RAILWAY COMPANY—		
From a point on the line between Merritt and Penticton wharf, at or near Penticton to Midway, B.C.	173,168 54	
From a point on the line between Merritt and Penticton wharf, about 25 miles south of Merritt, to a point on the Fraser river near Hope station	37,522 95	
Bridge over Fraser river near Hope, B.C.	250,000 00	
		460,691 49
CANADIAN PACIFIC RAILWAY COMPANY—		
Between Gimli and the south end of the Icelandic river bridge		80,032 00
ALBERTA CENTRAL RAILWAY COMPANY—		
Red Deer to Rocky Mountain House		75,000 00
CANADIAN NORTHERN PACIFIC RAILWAY COMPANY—		
Yellowhead Pass to Vancouver and the mouth of the Fraser river		244,889 57
		$1,400,171 42

W. C. LITTLE,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, July 25, 1916.

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted. Authority.	Subsidies Voted. Amount.	Number.	Railways.	July 1, 1883, to March 31, 1909.
	$ cts.			$ cts.
46 Vic., chap. 25	156,800 00	1	International Railway, Quebec	156,800 00
53 " 2				
45 " 14	384,000 00			
46 " 25	80,000 00			
48-49 " 59	96,000 00			
49 " 10	186,295 00			
50-1 " 24	28,800 00	2	Quebec and Lake St. John Railway, Quebec	1,233,943 50
51 " 3	96,000 00			
52 " 3	64,000 00			
53 " 2	40,000 00			
54-5 " 8	5,250 00			
57-8 " 4	44,800 00			
46 " 24	89,600 00			
49 " 10	70,000 00			
50-1 " 24	12,800 00	3	Kingston, Napanee and Western Railway, formerly	
52 " 3	32,000 00		Napanee, Tamworth and Quebec Ry., Ontario	208,732 80
55-6 " 5	64,000 00			
47 " 8	272,000 00			
51 " 3	41,000 00	4	Pontiac Pacific Junction Railway, Quebec	193,578 00
53 " 2	24,000 00			
46 " 25	115,200 00			
47 " 8	76,800 00	5	Caraquette Railway, N.B	224,000 00
50-1 " 24	32,000 00			
47 " 8	32,000 00			
49 " 10	57,600 00			
52 " 3	22,400 00	6	Canadian Northern Quebec Ry. Co., formerly Great	
53 " 2	48,000 00		Northern Ry., Quebec	870,108 31
56 " 2	47,000 00			
57-8 " 4	70,400 00			
7-8 Ed. VII 63	*			
47 Vic. 8	48,000 00	7	Kingston and Pembroke Railway, Ontario	48,000 00
45 " 14				
46 " 26	660,000 00	8	Northern and Pacific Junction Railway, Ontario	1,320,000 00
53 " 2	660,000 00			
47 " 8	128,000 00			
48-9 " 59	19,200 00			
49 " 10	32,000 00	9	Canada Eastern Ry., formerly Northern and West-	
48-9 " 59	24,439 84		ern Ry., N.B., including also Chatham Branch Ry.	374,839 84
51 " 3	140,800 00			
57-8 " 4	35,200 00			
62-3 " 7	*			
47 " 8				
51 " 3	60,342 00	10	Quebec Central Railway, Quebec	403,980 69
7-8 Ed. VII 63				
53 Vic. 2	288,000 00			
48-9 " 59	72,000 00			
53 " 2	40,000 00	11	Montreal and Sorel Railway, Quebec	93,757 57
48-9 " 59	30,000 00			
50-1 " 24	64,000 00	12	Montreal and Champlain Junction Railway, Quebec	103,600 00
51 " 3	9,600 00			
46 " 25	38,400 00	13	Elgin, Petitcodiac and Havelock Railway, N.B	82,652 82
51 " 3	44,252 82			
47 " 8	22,400 00	14	St. Louis and Richibucto Railway, N.B	22,400 00
48-9 " 59	96,000 00			
49 " 10	38,400 00	15	Canada Atlantic Railway, Ontario	282,355 20
50-1 " 24	180,000 00			
47 " 6	750,000 00	16	Esquimalt and Nanaimo Railway, B.C	750,000 00
47 " 8	96,000 00	17	Erie and Huron Railway, Ontario	96,000 00
46 " 25	320,000 00			
47 " 8	300,000 00	18	Baie des Chaleurs Railway, Quebec	620,000 00
52 " 3				
			Carried forward	7,084,748 73

have been entered into and payments made up to March 31, 1916.

Payments.							Total, March 31, 1916.	
1909–1910.	1910–1911.	1911–1912.	1912–1913.	1913–1914.	1914–1915.	1915–1916.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	.....	.....	.....	.....	156,800 00	1
.....	.....	27,520 00	.....	.....	.....	.....	1,261,463 50	2
.....	.....	.....	.....	.....	.....	.....	208,732 80	3
.....	.....	.....	.....	.....	.....	.....	193,578 00	4
.....	.....	.....	.....	.....	.....	.....	224,000 00	5
164,172 29	144,608 51	86,468 03	.....	.....	.....	.....	1,265,357 14	6
.....	.....	.....	.....	.....	.....	.....	48,000 00	7
.....	.....	.....	.....	.....	.....	.....	1,320,000 00	8
.....	.....	.....	.....	.....	.....	.....	374,839 84	9
.....	129,320 61	.....	8,576 00	.....	.....	43,161 60	585,038 90	10
.....	.....	.....	.....	.....	.....	.....	93,757 57	11
.....	.....	.....	.....	.....	.....	.....	103,600 00	12
.....	.....	.....	.....	.....	.....	.....	82,652 82	13
.....	.....	.....	.....	.....	.....	.....	22,400 00	14
.....	.....	.....	.....	.....	.....	.....	282,355 20	15
.....	.....	.....	356,440 00	.....	405,120 00	.....	1,520,560 00	16
.....	.....	.....	.....	.....	.....	.....	96,000 00	17
.....	.....	.....	.....	.....	.....	.....	620,000 00	18
164,172 29	273,929 12	113,988 03	374,016 00	.....	405,120 00	43,161 60	8,459,135 77	

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted. Authority.	Subsidies Voted. Amount.	Number.	Railways.	July 1, 1883, to March 31, 1909.
	$ cts.			$ cts.
			Brought forward	7,084,748 73
48-9 Vic., c. 59	118,400 00	1	New Brunswick and Prince Edward Island Ry	113,440 00
50-1 " 24	217,600 00	2	Laurentian Railway, formerly St. Lawrence, Lower Laurentian and Saguenay Railway, Quebec	217,600 00
49 " 10	11,200 00	3	L'Assomption Railway, Quebec	11,200 00
49 " 10	32,000 00			
50-1 " 24	96,000 00	4	Great Eastern Railway, Quebec	40,345 00
56 " 2	64,000 00			
53 " 2	37,500 00			
47 " 8	160,000 00	5	Irondale, Bancroft and Ottawa Railway, Ontario	144,000 00
52 " 3				
49 " 10	96,000 00			
50-1 " 24	6,400 00	6	Buctouche and Moncton Railway, N.B	101,600 00
47 " 8	51,200 00	7	Albert Southern Railway, N.B	50,460 00
52 " 3				
50-1 " 24	65,200 00	8	Lake Temiscamingue Colonisation Ry., Quebec	310,335 95
57-8 " 4	274,940 00			
49 " 10	38,400 00	9	Joggins Railway, N.S	37,500 00
50-1 " 24	4,000 00			
45 " 14	240,000 00			
48-9 " 58	258,000 00	10	Temiscouata Railway, N.B., and Quebec	645,950 00
51 " 3	100,000 00			
53 " 2	51,200 00			
48-9 " 50	44,800 00	11	Leamington and St. Clair Railway, Ontario	51,200 00
50-1 " 24	6,400 00			
59 " 10	16,000 00	12	Toronto, Grey and Bruce Railway, Ontario	14,656 00
50-1 " 24	22,400 00	13	Dominion Lime Co., Quebec	15,360 00
49 " 10	256,000 00	14	West Ontario Pacific Railway and Ontario and Quebec Railway	256,000 00
53 " 2				
50-1 " 24	96,000 00			
52 " 3	14,400 00	15	Drummond County Railway, Quebec	423,936 00
53 " 2	76,800 00			
57-8 " 4	96,000 00			
48-9 " 59	128,000 00	16	Brockville, Westport and Sault Ste. Marie Railway, Ontario	140,800 00
53 " 2				
54-5 " 8	64,000 00			
57-8 " 4				
49 " 10	32,000 00	17	Montreal and Lac Maskinonge Railway, Quebec	41,280 00
53 " 2	10,200 00			
50-1 " 24	54,400 00	18	South Norfolk Railway, Ontario	54,400 00
50-1 " 24	51,200 00	19	Guelph Junction Railway, Ontario	46,000 00
48-9 " 54	22,400 00	20	Belleville and North Hastings Railway, Ontario	21,888 00
49 " 19				
49 " 10	108,800 00	21	Hereford Railway, Quebec	155,200 00
52 " 0	48,000 00			
50-1 " 23	118,400 00			
55-6 " 4	224,000 00	22	Lake Erie and Detroit River Railway, Ontario	475,851 00
62-3 " 5				
50-1 " 27	62,400 00	23	Beauharnois Junction Railway, Quebec	62,400 00
56 " 4				
50-1 " 24	138,400 00			
55-6 " 5	108,000 00	24	St. Catharines and Niagara Central Ry., Ontario	38,400 00
57-8 " 4	108,800 00			
52 " 3	30,000 00	25	Fredericton and St. Mary's Ry. Bridge Co., N.B	30,000 00
50-1 " 24	9,600 00	26	Harvey Branch Railway Co., N.B	5,553 57
55-6 " 5	240,000 00	27	Nova Scotia Central Railway Co., N.S	235,200 00
61 " 1				
50-1 " 24	44,800 00	28	Cumberland Railway and Coal Co., N.S	39,850 00
52 " 3	19,200 00	29	Pontiac and Renfrew Railway, Ontario	13,600 00
52 " 3	54,400 00	30	Thousand Islands Railway, Ontario	29,840 00
63-4 " 8				
			Carried forward	10,908,594 25

have been entered into and payments made up to March 31, 1916—*Continued.*

Payments.							Total March 31, 1916.	Number.
1909-10.	1910-11.	1911-12.	1912-13.	1913-14.	1914-15.	1915-16.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
164,172 29	273,929 12	113,988 03	374,016 00	.....	405,120 00	43,161 60	8,459,135 77	
.....	.....	.....	.....	.....	.....	.....	113,440 00	1
.....	.....	.....	.....	.....	.....	.....	217,600 00	2
.....	.....	.....	.....	.....	.....	.....	11,200 00	3
.....	.....	.....	.....	.....	.....	.....	40,345 00	4
.....	.....	.....	.....	.....	.....	.....	144,000 00	5
.....	.....	.....	.....	.....	.....	.....	101,600 00	5
.....	.....	.....	.....	.....	.....	.....	50,460 00	7
.....	.....	.....	.....	.....	.....	.....	310,335 95	8
.....	.....	.....	.....	.....	.....	.....	37,500 00	9
.....	.....	.....	.....	.....	.....	.....	645,950 00	10
.....	.....	.....	.....	.....	.....	.....	51,200 00	11
.....	.....	.....	.....	.....	.....	.....	14,656 00	12
.....	.....	.....	.....	.....	.....	.....	15,360 00	13
.....	.....	.....	.....	.....	.....	.....	256,000 00	14
.....	.....	.....	.....	.....	.....	.....	423,936 00	15
.....	.....	.....	.....	.....	.....	.....	140,800 00	16
.....	.....	.....	.....	.....	.....	.....	41,280 00	17
.....	.....	.....	.....	.....	.....	.....	54,400 00	18
.....	.....	.....	.....	.....	.....	.....	46,000 00	19
.....	.....	.....	.....	.....	.....	.....	21,888 00	20
.....	.....	.....	.....	.....	.....	.....	155,200 00	21
.....	.....	.....	.....	.....	.....	.....	475,851 00	22
.....	.....	.....	.....	.....	.....	.....	62,400 00	23
.....	.....	.....	.....	.....	.....	.....	38,400 00	24
.....	.....	.....	.....	.....	.....	.....	30,000 00	25
.....	.....	.....	.....	.....	.....	.....	5,553 57	26
.....	.....	.....	.....	.....	.....	.....	235,200 00	27
.....	.....	.....	.....	.....	.....	.....	39,850 00	28
.....	.....	.....	.....	.....	.....	.....	13,600 00	29
.....	.....	.....	.....	.....	.....	.....	29,840 00	30
164,172 29	273,929 12	113,988 03	374,016 00	.....	405,120 00	43,161 60	12,282,981 29	

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883, to March 31, 1909.
Authority.	Amount.			
	$ cts.			$ cts.
			Brought forward	10·908·594 25
52 Vic., chap. 3	96·000 00	1	Quebec, Montmorency and Charlevoix Ry. Co., Qu.	96·000 00
56 " 3				
52 " 3	375,000 00	2	St. Clair Frontier Tunnel Co., Ontario	375,000 00
50-1 " 24	57,600 00	3	Brantford, Waterloo and Lake Erie, Ry., Ontario	57·600 00
57-8 " 4				
51 " 3	287,200 00	4	Port Arthur, Duluth and Western Ry., Ontario	271·200 00
53 " 2				
50-1 " 24				
53 " 2	192·000 00	5	Montreal and Ottawa Railway, Ontario	192·000 00
54-5 " 8				
57-8 " 4				
50-1 " 24	44,800 00	6	Cornwallis Valley Railway, N.S	44,800 00
52 " 3				
52 " 3	320·000 00			
57-8 " 6	64,000 00	7	Ottawa, Northern and Western Ry., Quebec, formerly Ottawa and Gatineau Valley Railway	414,931 20
60-1 " 4	*			
47 " 8				
51 " 3				
52 " 3	83·612 00			
53 " 2	142,400 00	8	Central Railway, N.B	226·012 54
57-8 " 4	48,000 00			
61 " 1				
62-3 " 1				
53 " 2	361,270 00	9	Montreal and Western Railway, Quebec	361,270 00
52 3	128,000 00	10	Parry Sound and Colonization Railway, Ontario	152,800 00
57-8 " 4	64,000 00			
52 " 3	163,200 00	11	Shuswap and Okanagan Railway, B.C	163,200 00
54-5 " 8	89,600 00			
53 " 2	35,200 00	12	Tobique Valley Railway, N.B	134,016 00
55-6 " 5	9,600 00			
53 " 2	112,000 00	13	Columbia and Kootenay, B.C	88,800 00
53 " 2	35,200 00	14	Waterloo Junction Railway, Ontario	32,800 00
53 " 2	99,200 00	15	Orford Mountain Railway Co., Quebec	192,942 50
53 " 2	57,600 00			
55-6 " 5	25,024 00	16	St. Lawrence and Adirondack Railway, Quebec	149,481 60
55-6 " 5	*40,000 00	17	New Glasgow Iron, Coal and Railway Co., N.S	39,840 00
56 " 2	102,400 00			
57-8 " 4	102,400 00	18	United Counties Railway Co., Quebec	188,816 00
55-6 " 5	*21,600 00	19	Philipsburg Junction Ry. Quarry Co., Quebec	23,712 00
55-6 " 5	*430,400 00	20	Ottawa, Arnprior and Parry Sound Ry., Ontario	779,712 00
56 " 2	67,200 00			
57-8 " 4	38,400 00	21	Montfort Colonization Railway, Quebec	167,440 00
60-1 " 4	66,000 00			
55-6 " 5	48,000 00			
57-8 " 4	48,000 00	22	Lotbinière and Megantic Railway, Quebec	96,000 00
56 " 2	48,000 00	23	Grand Trunk, Georgian Bay & Lake Erie Ry., Ont.	39,744 00
55-6 " 5	80,000 00	24	Can. Pac. Ry. B.C., Revelstoke to Arrow Lake	80,000 00
57-58 " c	121,600 00	25	Nakusp and Slocan Railway, B.C	117,760 00
55-6 " 5	89,600 00	26	Dominion Coal Company, N.S	87,808 00
56 " 2	22,400 00	27	Oshawa Railway and Navigation Co, Ontario	22,400 00
57-8 " 4	*51,200 00	28	Tilsonburg, Lake Erie and Pacific Ry., Ontario	117,431 48
56 " 2	*11,200 00	29	St. Stephen and Milltown Ry., N.B	14,848 00
57-58 " 4	*38,400 00	30	Guelph Shore Railway Company, N.B	53,699 20
57-8 " 4	9,000 00	31	Cap de la Magdeleine Railway, Quebec	7,424 00
56 " 2	32,000 00	32	Ontario, Belmont and Northern Ry. Co., Ont	30,720 00
*	*	33	Coast line of N.S., now Halifax and Yarmouth Ry.	160,000 00
*	*	34	Ottawa and New York Railway Company, Ont	262,384 00
			Carried forward	16,151,186 77

have been entered into and payments made up to March 31, 1916.—*Continued.*

Payments.							Total March 31, 1916.	Number.
1909-10.	1910-11.	1911-12	1912-13.	1913-14	1914-15	1915-16		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
164,172 29	273,929 12	113,988 03	374,016 00	.....	405,120 00	43,161 60	12,282,981 29	
.....	.....	.....	.....	.....	.....	.....	96,000 00	1
.....	.....	.....	.....	.....	.....	.....	375,000 00	2
.....	.....	.....	.....	.....	.....	.....	57,600 00	3
.....	.....	.....	.....	.....	.....	.....	271,200 00	4
.....	.....	.....	.....	.....	.....	.....	192,000 00	5
.....	.....	.....	.....	.....	.....	.....	44,800 00	6
.....	.....	.....	.....	.....	.....	.....	414,931 20	7
.....	.....	.....	.....	.....	.....	.....	226,012 54	8
.....	.....	.....	.....	.....	.....	.....	361,270 00	9
.....	.....	.....	.....	.....	.....	.....	152,800 00	10
.....	.....	.....	.....	.....	.....	.....	163,200 00	11
.....	.....	.....	.....	.....	.....	.....	134,016 00	12
.....	.....	.....	.....	.....	.....	.....	88,800 00	13
.....	.....	.....	.....	.....	.....	.....	32,800 00	14
.....	.....	.....	9,984 00	.....	.....	.....	202,926 50	15
.....	.....	.....	.....	.....	.....	.....	149,481 60	16
.....	.....	.....	.....	.....	.....	.....	39,840 00	17
.....	.....	.....	.....	.....	.....	.....	188,816 00	18
.....	.....	.....	.....	.....	.....	.....	23,712 00	19
.....	.....	.....	.....	.....	.....	.....	779,712 00	20
.....	.....	.....	.....	.....	.....	.....	167,440 00	21
.....	.....	.....	.....	.....	.....	.....	96,000 00	22
.....	.....	.....	.....	.....	.....	.....	39,744 00	23
.....	.....	.....	.....	.....	.....	.....	80,000 00	24
.....	.....	.....	.....	.....	.....	.....	117,760 00	25
.....	.....	.....	.....	.....	.....	.....	87,808 00	26
.....	.....	.....	.....	.....	.....	.....	22,400 00	27
.....	.....	.....	.....	32,640 00	.....	.....	150,071 48	28
.....	.....	.....	.....	.....	.....	.....	14,848 00	29
.....	.....	.....	.....	.....	.....	.....	53,699 20	30
.....	.....	.....	.....	.....	.....	.....	7,424 00	31
.....	.....	.....	.....	.....	.....	.....	30,720 00	32
.....	.....	.....	.....	.....	.....	.....	160,000 00	33
.....	.....	.....	.....	.....	.....	.....	262,384 00	34
164,172 29	273,929 12	113,988 03	384,000 00	32,640 00	405,120 00	43,161 60	17,568,197 81	

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Number.	Railways.	July 1, 1883, to March 31, 1909.
Authority.	Amount.			
	$ cts.			$ cts.
			Brought forward	16,151,186 77
60-61 Vic., c. 5	3,630,000 00	1	Canadian Pacific Ry. Co., B.C. (Crow's Nest Pass)	3,404,720 00
60-61 " 4	500,000 00	2	Grand Trunk Ry. Co., Victoria Jubilee Bridge Que.	500,000 00
63 3	*	3	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co.	368,257 67
*	*	4	East Richelieu Railway Co. Quebec	69,952 00
7-8 Ed. VII, 63	*	5	South Shore Ry. (Quebec, Montreal and Southern)	246,655 36
*	*	6	Pembroke Southern Railway, Ontario	64,000 00
*	*	7	Massawippi Valley Railway Co., Quebec	5,376 00
*	*	8	Inverness and Richmond Ry. Co., N.S., now Inverness Ry. and Coal Co.	368,545 97
*	*	9	Canadian Northern Ry. Co., Ontario, Manitoba and N.W.T.	1,909,132 00
*	*	10	Canadian Pacific Railway Co. (Pipestone Branch)	160,000 00
6-7 Ed. VII, 40	*	11	Central Ontario Railway Co., Ontario	179,466 00
*	*	12	Midland Railway Co., N.S.	399,060 40
63-3 Vic., c. 7	1,000,000 00	13	Quebec Bridge Co., Quebec	374,353 33
63-4 " 8				
*	*	14	St. Mary River Railway Co., N.W.T.	148,094 00
60-1 Vic., c. 4	212,500 00	15	Pontiac Pacific & Ottawa & Gatineau Ry., Co. (Interprovincial Bridge over Ottawa River)	212,500 00
63-4 " 2	*			
1 Ed. VII., c. 7	*	16	Atlantic and Lake Superior Ry., Quebec	144,969 02
1 " 7	*	17	Montreal and Province Line Railway, Quebec	58,560 00
62-3 Vic., c. 7	*	18	York and Carleton Railway, N.B.	32,896 00
62-3 " 7				
63-4 " 8	*	19	Algoma Central and Hudson Bay Ry., Ontario	924,976 00
1 Ed. VII., c. 7				
*	*	20	Cape Breton Extension Railway, N.S.	182,400 00
*	*	21	Can. Pac. Ry. Co. (Kootenay & Arrowhead Branch	153,866 00
*	*	22	" (Selkirk Branch)	83,200 00
*	*	23	" (Dyment Branch)	22,336 00
*	*	24	" (Waskada Branch)	64,000 00
9-10 Ed. VII, 51	*	25	Algoma Eastern Rt. Co., formerly Manitoulin and North Shore Ry. Co., Ontario	32,000 00
*	*	26	Bay of Quinte Railway Ont.	141,722 45
*	*	27	Bruce Mines and Algoma Railway, Ont.	53,920 00
*	*	28	Maganetawan River Railway Co., Ont.	3,552 00
	*	29	Canadian Northern Quebec Ry., formerly Chateauguay and Northern Ry., Quebec	391,819 75
*	*	30	Canadian Pacific Ry. Co. (Pheasant Hill Branch)	435,200 00
*	*	31	Halifax and Southwestern Railway Co., N.S.	1,238,450 93
*	*	32	Northern Colonization Railway Co., Quebec	202,080 00
*	*	33	New Brunswick Coal and Railway Co., N.B.	48,000 00
*	*	34	Schomberg and Aurora Railway Co., Ont.	46,144 00
*	*	35	Lindsay, Bobcaygeon Pontypool Ry. Co., Ont.	185,173 06
*	*	36	Middleton and Victoria Beach Ry. Co., N.S.	125,760 00
Ed. VII, c. 57	*	37	Nicola, Kamloops and Similkameen Coal & Ry. Co.	300,800 00
4 " 34	*	38	Canadian Pacific Ry. (Staynerville Branch)	13,024 00
6 " 43	*	39	Klondike Mines Railway	197,184 00
6 " 43	*	40	Kettle Valley Ry. Co., B.C.	97,771 52
6 " 43	*	41	Colchester Coal and Ry. Co., N.S.	12,800 00
3 " 57	*	42	Minudie Coal Co., N.S.	18,544 00
6 " 43	*	43	Atlantic, Quebec and Western Ry. Co., Quebec	156,672 00
9-10 " 51	*			
6 " 43	*	44	Napierville Junction Ry. Co., Quebec	173,440 00
6-7 " 40	*	45	Edmonton, Yukon and Pac. Ry. Co., Alberta	91,200 00
6-7 " 40	*	46	Canadian Northern Ontario Ry. Co.	1,872,960 00
7-8 " 63	*			
			Carried forward	$32,066,720 23

†Of this amount, $16,164.43 were in connection with subsidy to Montreal and Sorel Railway.

have been entered into and payments made up to March 31, 1916.—*Continued.*

Payments.							Total March 31 1916.	Number.
1909–10.	1910–11.	1911–12.	1912–13.	1913–14.	1914–15.	1915–16.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
164,172 29	273,929 12	113,988 03	384,000 00	32,640 00	405,120 00	43,161 60	17,568,197 81	
							3,404,720 00	1
							500,000 00	2
187,494 40	169,536 00					791 93	726,080 00	3
							69,952 00	4
184,320 00	60,000 00	23,835 70					†514,811 06	5
							64,000 00	6
							5,376 00	7
							368,545 97	8
							1,909,132 00	9
							160,000 00	10
	24,601 32	826 17		969 30			205,862 79	11
							399,060 40	12
							374,353 33	13
							148,094 00	14
							212,500 00	15
					18,449 17		a163,418 19	16
							58,560 00	17
							32,896	18
		133,584 00	394,859 44	456,304 00	138,980 56		2,048,704 00	19
14,400 00							196,800 00	20
							153,866 00	21
							83,200 00	22
							22,336 00	23
							64,000 00	24
	68,638 72		254,089 40	179,897 01	13,022 87		547,648 00	25
							141,722 45	26
							53,920 00	27
							3,552 00	28
							391,819 75	29
							435,200 00	30
							1,238,450 93	31
153,120 00							355,200 00	32
							48,000 00	33
							46,144 00	34
							185,173 06	35
							125,760 00	36
							300,800 00	37
							13,024 00	38
							197,184 00	39
		148,800 00	107,138 40	699,389 60	369,497 28	460,691 49	1,883,288 29	40
							12,800 00	41
							18,544 00	42
208,896 00	31,334 40	91,279 60	414,618 00				902,800 00	43
							173,440 00	44
							91,200 00	45
250,982 40	116,889 60			8,948,809 47	2,343,335 80	495,604 83	11,028,582 10	46
1,163,385 09	744,929 16	512,313,50	1,554,705,24	10,318,009 38	3,288,405 68	1,000,249 85	50,648,718 13	

a Amount actually paid after deductions amounting to $1,521.82 made in 1905–06 (being for refunds, etc., from the total of $146,490.84, previously reported, for which cheques had issued.

STATEMENT showing subsidies voted for Railways as to which contracts

Subsidies Voted.		Numbers.	Railways.	July 1, 1883 to Mar. 31, 1909.
Authority.	Amount.			
	$ cts.			$ cts.
			Brought forward	32,066,720 23
7-8 Ed. VII., c. 63	*	1	Maritime Coal and Railway Co.	3,200 00
7-8 " 63	*	2	St. Marys and Western Ontario Ry. Co.	67,344 00
7-8 " 63	*	3	North Shore Ry. Co., formerly Beersville Coal and Ry. Co.	27,616 00
7-8 " 63	*	4	St. Maurice Valley Ry. Co.—Three Rivers to Grand'Mere	112,640 00
7-8 " 63	*	5	Grand Trunk Pacific Ry. Co.	367,249 00
6 " 43	*	6	Can. Pacific Ry. Co., Teulon to Icelandic River	.....
7-8 " 63	*	7	Canadian Pacific Ry. Co., Moosejaw northwesterly	.....
7-8 " 63	*	8	Canadian and Gulf Terminal Ry. Co.	.....
6-7 " 40	*	9	Liverpool and Milltown Ry. 5 miles	.....
7-8 " 63	*	10	Thessalon and Northern Ry. Co.	.....
7-8 " 34	*	11	Vancouver and Lulu Island Ry. Co.	.....
7-8 " 51	*	12	Quebec and Saguenay Ry. Co.	.....
7-8 " 63	*	13	Canadian Pacific Ry., Winnipeg to Gimli	.....
9-10 " 51	*	14	Ha Ha Bay Railway Co., Que.	.....
2 Geo. V. 47 3-4 " 46	*	15	Northern New Brunswick and Seaboard Ry. Co., N.B.	.....
2 " 9	*	16	Can. Northern Pacific Ry. Co., B.C.	.....
2 " 48	*	17	Fredericton and Grand Lake Ry. Co., N.B.	.....
2 " 48	*	18	Southampton Railway Co., N.B.	.....
2 " 48	*	19	St. John and Quebec Railway Co., N.B.	.....
2 " 7 3-4 " 10	*	20	Canadian Northern Alberta Ry. Co., Alta.	.....
2 " 48	*	21	Central Ry. of Canada, Que.	.....
3-4 " 53	*	22	Temiskaming and Northern Ont. Ry. Co.	.....
2 " 48	*	23	Lake Erie and Northern Ry. Co., Ont.	.....
2 " 48	*	24	Can. Pac. Ry., Bridge at Outlook	.....
2 " 48	*	25	Can. Pac. Ry., Bridge at Edmonton	.....
3-4 " 46	*	26	Alberta Central Railway, Alta.	.....
2 " 48	*	27	Kootenay Central Ry. Co., B.C.	.....
3-4 " 46	*	28	Can. Pac. Ry., Gimli to Icelandic River Bridge	.....
			Total	32,644,769 23
37 Vic., ch. 14	186,500 annually for 20 years	29	Atlantic and Northwestern Railway	?,732,000 00
46 " 2 47 " 8	1,525,250 00	30	Central Canada Railway	1,525,250 00
48-9 " 58	1,500,000 00	31	Canadian Pacific extension	1,500,000 00
			Total	39,402,019 23

*Acts of Parliament, 60-61 Victoria, Cap. 4; 62-63 Victoria, Cap. 7; 63-64 Victoria, Cap. 8; 1 Edward VII., Cap. 7; and others subsequent to date, authorize $3,200 per mile subsidy if the cost does not average more than $15,000 per mile, if over that amount, a further sum of fifty per cent on so much of the average cost of the mileage subsidized as in excess of $15,000 per mile, such subsidy not exceeding in the whole the sum of $6,400 per mile.

have been entered into and payments made up to March 31, 1916.—*Concluded.*

Payments.							Total March 31, 1916.	Number.
1909-10.	1910-11	1911-12.	1912-13.	1913-14	1914-15	1915-16.		
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1,163,385 09	744,929 16	512,313 50	1,554,705 24	10,318,009 38	3,288,405 68	1,000,249 85	50,648,718 13	
							3,200 00	1
		365 00					67,709 00	2
							27,616 00	3
	60,480 00						173,120 00	4
550,551 96	302,679 04						1,220,480 00	5
30,800 00			81,200 00				112,000 00	6
303,360 00		78,432 00		103,682 27			485,474 27	7
	144,803 84	65,249 75					210,053 59	8
	32,000 00						32,000 00	9
		6,112 00					6,112 00	10
		61,760 00					61,760 00	11
		104,992 00	27,641 60	116,167 68			248,801 28	12
		30,176 00	4,346 43				34,522 43	13
			148,148 20	66,919 28	16,158 72		231,226 20	14
			86,528 00	21,632 00			108,160 00	15
			2,705,378 00	2,520,281 00	178,077 80	244,889 57	5,648,626 37	16
			104,996 04		111,579 96		216,576 00	17
			48,442 88	32,837 12			81,280 00	18
			174,120 96	364,617 42	59,581 32		598,319 70	19
				2,832,024 00	262,080 00		3,094,104 00	20
				30,145 02			30,145 02	21
				2,134,080 00			2,134,080 00	22
				135,129 60			135,129 60	23
				115,000 00			115,000 00	24
				126,000 00			126,000 00	25
				119,712 00	209,768 00	75,000 00	404,480 00	26
					1,065,856 00		1,065,856 00	27
						80,032 00	80,032 00	28
2,048,097 05	1,284,892 04	859,400 25	4,935,507 35	19,036,236 77	5,191,507 48	1,400,171 42	67,400,581 59	
							3,732,000 00	29
							1,525,200 00	30
							1,500,000 00	31
2,048,097 05	1,284,892 04	859,400 25	4,935,507 35	19,036,236 77	5,191,507 48	1,400,171 42	74,157,831 59	

†This amount does not include the subsidy of $25,000,000 to the Canadian Pacific Railway, nor the amount $660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of $219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of $2,394,000 up to 1905, granted by Vic. 47., cap. 8 (1884) and the annual payment of $107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of $2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability and is dealt with by the Finance Department. *See* Public Accounts, 1898-1916 and page 79, 1898.

PART II.

STATEMENTS

OF THE

DEPARTMENTAL SOLICITOR

FOR THE YEAR 1915-1916.

I. Money Subsidy Agreements for the year ended March 31, 1916.

II. Documents, placed on record in the Office of the Departmental Solicitor during the fiscal year ended March 31, 1916, affecting the Canals of the Dominion and the Hudson Bay Railway, viz.:—

(1) Contracts entered into during the year.

(2) Leases of Water-power and Properties granted.

(3) Leases to the Crown.

(4) Property conveyed to the Crown and lands conveyed by the Crown.

(5) Damages released.

SUBSIDY AGREEMENTS for construction of Bridges entered into during the Fiscal Year ended March 31, 1916.

RIDEAU CANAL.

Number of Contract.	Date of Signature.	Grantee.	Work Subsidized.	Order in Council.	Amount of Subsidy.
	1915.				
21557	Aug. 10..	The Corporation of the City of Ottawa.	Grant of $40,000 in aid of the construction of highway lift bridge crossing Canal on a line with Pretoria ave.	July 27, 1915	40,000 00

WELLAND CANAL.

	1916.				$ cts.
21777	Mar. 14..	The Corporation of the City of St. Catharines.	Grant of $50,000 towards the cost of construction of a high level bridge across Old Canal just below present St. Paul St. bridge, St. Catharines, Ontario.	Mar. 1, 1916	50,000 00

E. E. FAIRWEATHER,
Departmental Solicitor.

CONTRACTS entered into during the fiscal year ended March 31, 1916.

BEAUHARNOIS CANAL.

Number of Contract.	Date of Signature.	Contractor.	Description.
	19 5.		
21426	June 1..	Carlton Construction Co., Ltd...	Construction of works for protecting Government dam at Valleyfield, Que.

CORNWALL CANAL.

	1915.		
21445	June 9..	The Hamilton Bridge Works Co., Ltd.	Delivery of superstructure of a steel highway bridge at old lock No. 17.
21446	" 9..	Canada Cement Company, Ltd.	Delivery of 4,000 barrels of Portland cement at Cornwall, Ont.

LACHINE CANAL.

	1915.		
21446	June 9..	Canada Cement Company, Ltd.	Delivery of 14,725 barrels of Portland cement.

RIDEAU CANAL.

	1915.		
21446	June 9..	Canada Cement Company, Ltd.	Delivery of 2,000 barrels of Portland cement.
21365	May 10..	Canadian Western Lumber Co., Limited.	Delivery of British Columbia or "Douglas" fir dimension timber.

RAPID PLAT CANAL.

	1915.		
21446	June 9..	Canada Cement Company, Ltd.	Delivery of 200 barrels of Portland cement at Morrisburg, Ont.

SOULANGES CANAL.

	1915.		
21549	Sept. 15..	Phileas Dore.....	Supply of rip-rap stone for facing southern slope of guide pier and breakwater at upper entrance of canal.

ST. PETER'S CANAL.

	1915.		
21446	June 9..	Canada Cement Company, Ltd.	Delivery of 16,000 barrels of Portland cement.

TRENT CANAL.

	1915.		
21335	April 26..	The Hamilton Bridge Works Co., Ltd.	Erection of a highway swing bridge over canal at Lindsay, Ont.
21427	June 1	The Hamilton Bridge Works Co., Ltd.	Erection of superstructure of single track railway swing bridge on line of C.N.R. over canal, Severn division, at Washago, Ont.
21428	June 1.	The Hamilton Bridge Works Co., Ltd.	Erection of two steel highway swing bridges, one at Port Severn Lock swing bridge and the other at Muskoka Road swing bridge, Ontario.
21429	June 1..	Dominion Bridge Company, Ltd.	Supply and erection of 12 wagon valves and 12 cylindrical valves for the locks of the Severn division and Bobcaygeon lock.

SESSIONAL PAPER No. 20

CONTRACTS entered into during the fiscal year ended March 31, 1916—*Concluded.*

TRENT CANAL—*Concluded.*

Number of Contract.	Date of Signature.	Contractor.	Description.
	1915.		
21430	May 21.	William Hamilton Co., Ltd.	Supply, etc., 22 operating machines, 22 sets anchorage fittings, 22 pivots and 10 gains for various locks and emergency steel stop-log bridges of canal.
21446	June 9.	Canada Cement Company, Ltd.	Delivery of 50,600 barrels of Portland cement.
21611	Oct. 27.	William Hamilton Co., Ltd.	Delivery and erection of sluice pipes, valves, operating machinery, and electrical equipment for the Swift Rapids dam, Severn division.
	1916.		
21734	Feb. 19.	Northern Electric Co., Ltd.	Supply and erection of electrical equipment for highway swing span bridge over canal at Dundas street, Trenton, Ont.

WELLAND CANAL.

	1915.		
21316	April 15.	Canada Cement Company, Ltd.	Delivery of 2,500,000 barrels of Portland cement.
21318	April 14.	Canadian Dredging Co., Ltd.	Removal of slide in canal about one-half mile north of Air Line railway bridge crossing.
21431	June 1.	The W. E. Dillon Company, Ltd.	Manufacture and delivery of 400 sections of metal cut-off and splice material.
21446	" 9.	Canada Cement Company, Ltd.	Delivery of 2,275 barrels of Portland cement.
21612	Oct. 4.	The Niagara, St. Catharines and Toronto Railway Co.	To construct and maintain a swing bridge at Thorold to carry company's railway over relocated 19th district line of G.T.R.—to be maintained by the company.
	1916.		
21696	Jan. 19.	The Grand Trunk Railway Co.	For the diversion of the company's 17th and 19th district main tracks at Merritton and Thorold, respectively.
21791	Mar. 25.	Standard Clay Products, Ltd.	Delivery of vitrified clay conduit, square duct, with necessary dowel pins.

HUDSON BAY RAILWAY.

	1915.		
21353	May 5.	Dominion Bridge Company, Ltd.	Manufacture and erection of steel superstructure of single track railway bridge at Port Nelson.
21444	June 9.	G. R. Marshall	Supply and delivery of lumber and timber for Port Nelson terminals.
21447	" 9.	The Long-Bell Lumber Company	Delivery of 1,245,180 ft. b.m. of long leaf yellow pine timber.
21474	" 2.	Canadian Western Lumber Co., Ltd.	Delivery of 1,245,180 ft. b.m. of B.C. fir timber.
21513	Aug. 7.	Dartmouth Coal and Supply Co., Ltd.	Supply and delivery of 700 tons anthracite stove coal.
21514	" 7.	Hugh D. MacKenzie Co., Ltd.	40 tons of Nova Scotia blacksmith's coal.
21551	Sept. 44.	The St. Lawrence Engine Co., Ltd.	Delivery of one 7" x 9" heavy duty four-cylinder Buffalo engine 40-45 h.p.
21571	" 28.	E. F. Williams	Supply and delivery of one gasolene motor tug, complete, less engine which is to be supplied by the department but installed by contractor.
21572	" 28.	Dominion Coal Company, Ltd.	3,500 gross tons bituminous coal, bagged, 2,000 gross tons bituminous coal not bagged, bunker coal required.
	1916.		
21778	Mar. 15	The Steel Company of Canada,	Delivery of 400 tons of railway spikes.
21779	" 15	Canadian Tube and Iron Co., Ltd.	Delivery of 90 tons of bolts.
21789	" 25.	Canadian Ramapo Iron Works, Ltd.	Delivery of 12 sets of No. 10 switches and frogs complete for 80-lb. rails (6 right-hand turnouts and 6 left-hand turnouts).

E. E. FAIRWEATHER,

Departmental Solicitor.

PROPERTY Leased by the Department of Railways and

BEAUHARNOIS

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights Demised.
	1915.		
21616	Aug. 10	The Montreal Cotton Co.	Renewal of lease 11925, dated Jan. 8, 1895 of certain lots and surplus water to the extent of 10,000 cu. ft. per second on Grande Isle de Beauharnois, par. of Ste. Cecile.
	1916.		
21717	Jan. 28	Alexander Barrette and Joseph Barrette.	Part of lot 339 of cad. of par. of Ste. Cecile de Valleyfield, Que.
21766	Mar. 9	The Montreal Cotton Co.	Privilege to erect and maintain a temporary warehouse on government dam at Valleyfield.

CHAMBLY

	1916.		
21749	Feb. 28	Corporation of the Town of Chambly Basin.	Privilege to lay and maintain two 12" east-iron sewer pipes under and across canal at Chambly Basin.

GALOPS

	1915.		
21334	April 26	E. V. Dodge.....	Land, government wharf near west end of village of Cardinal, Co. Grenville, Ont.
21600	Oct. 7	John Johnston.....	Land on south side of canal west of Iroquois, Ont.

LACHINE

	1915.		
21323	April 15	The Canadian Pacific Ry. Co.	Privilege to erect a railway swing bridge at point near Highlands Que., and operate double track line of railway thereon, etc.
21347	May 1	The St. Paul Land and Hydraulic Company.	Renewing lease No. 2022, dated Aug. 4, 1860, to Wm. Parkyn, of certain water lots and surplus water at lock No. 4.
21495	July 10	The Wm. Rutherford & Sons Co., Ltd.	Land on north bank of canal below Atwater avenue, in city of Montreal.
21509	" 30	Charles I. Root & John J. C. Ward.	Land on northwest side of canal near Brewster's bridge, in town of Ste. Cunegonde, par. of Montreal, Co. of Hochelaga, Que.
*a*21562	Sept. 16	William Montroy.....	Southerly portion of St. Gabriel shed No. 2, 336 feet long by 40 feet wide.
	1916.		
*b*21751	Feb. 29	The Montreal Warehousing Co.	Cadastral lot No. 1479 in St. Ann's ward west of basin No. 4, Montreal, Que.

MURRAY

	1915.		
21544	Sept. 9	Brighton Municipal Telephone System, and Municipality of the Township of Brighton.	Privilege to maintain two telephone lines across canal and canal lands, west of Brighton Road bridge.

SESSIONAL PAPER No. 20

Canals during the fiscal year ended March 31, 1916.

CANAL.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instalment due.
			$ cts.		
.....	During pleasure.....	July 1, 1915	600 00	July 1	July 1, 1915
0·52 arp.....	"	Jan. 1, 1916	2 00	Jan. 1	Jan. 1, 1916
.....	"	May 1, 1906	25 00	May 1	May 1, 1906

CANAL.

.....	During pleasure.....	Jan. 1, 1916	1 00	Jan. 1	Jan. 1, 1916

CANAL.

198·86 sq. ft.....	During pleasure.....	July 1, 1914	2 00	July 1	July 1, 1914
6·54 ac.....	"	Oct. 1, 1915	8 00	Oct. 1	Oct. 1, 1915

CANAL.

.....	21 yrs., renewable.....	Dec. 1, 1914	10 00	Dec. 1	Dec. 1, 1914
.....	"	May 1, 1915	£400 5s. semi-annually.	Jan. 1 July 1	July 1, 1915
1,950 sq. ft.....	During pleasure.....	June 1, 1915	78 00	June 1	June 1, 1915
6,600 sq. ft.....	"	April 1, 1915	264 00	April 1	April 1, 1915
.....	"	Oct. 1, 1915	1,095 20	Oct. 1	Oct. 1, 1915
.....	"	Jan. 1, 1916	1,615 86	Jan. 1	Jan. 1, 1916

CANAL.

.....	During pleasure.....	Sept. 1, 1915	2 00	Sept. 1	Sept. 1, 1915

PROPERTY Leased by the Department of Railways and Canals

RIDEAU

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights Demised.
	1915.		
21451	June 12	R. B. Whyte.....	Part of lot No. 3 in con. "A," tp. of Montague, Co. of Lanark, Ont
21557	Aug. 10	Corporation, City of Ottawa, The Ottawa Improvement Commission assenting.	Two parcels of land at point of crossing, and right and privilege to cross canal with a highway lift bridge on a line with Pretoria ave.
c21693	Dec. 28	The Percival Plow & Stove Co., Watchorn & Co., Ltd., The Estate of late P. Kyle; John Mills; Alex. Mills and A. L. Mills.	Surplus water from dam to be constructed by the lessor at Merrickville.
	1916.		
21748	Feb. 28	Corporation of the City of Ottawa.	Privilege to lay and maintain two 18" water mains across canal lands and under canal at Fourth ave., and Wilton crescent.
21790	Mar. 25	The Grand Trunk Ry. Co. of Canada.	Parts lots "F" and "G" in con. "C", tp. of Nepean, Co. of Carleton, Ontario, and privilege to maintain railway bridges.

STE. ANNE'S

	1915.		
d21599	Oct. 7	Azarias Lebeau.....	Land in village of Ste. Anne de Bellevue, Que., being part of cad. lots Nos. 112 and 113 of par. of Ste. Anne.

TRENT

	1915.		
21367	May 12	The Bell Telephone Co. of Canada.	Privilege to erect and maintain an overhead telephone line across canal and right of way at Muskoka Road bridge, lot No. 8, con. 14, tp. of Orillia, Ont.
21432	" 29	Henry R. Daniel.....	Part of lot No. 31 in 8th con., tp. of Fenelon, Co. of Victoria, Ontario.
21373	" 12	William Giroux.....	Lot No. 18 in 13th con., tp. of Tay, Co. of Simcoe, Ontario.
e21433	" 29	Crushed Stone, Limited	Part of lot No. 49 in 9th con., tp. of Eldon, and privilege to take and use stone piled thereon.
21434	" 29	Frank McGirr.....	Part of W. ½ of lot 27, 2nd con., tp. of Eldon.
21450	June 9	J. Crawford.....	Parts lots 1 and 2 in 12th con., tp. of Douro, Co. of Peterborough, Ontario.
21454	" 12	Frankford Electric Light Co., Ltd.	Privilege to erect and maintain an electric transmission line across canal and certain canal lands on Bridge st., Frankford, Ontario.
f21475	" 30	Archibald Tedford.....	Part lot No. 3 in 11th con. of tp. of Douro, Co. of Peterborough, Ontario.
21542	Sept. 9	The Northumberland Paper and Electric Co.	Right, etc., to lay, etc., 2,400-volt, 3-phase electric transmission line over canal on lot 8, con. 5, tp. of Seymour, Co. of Northumberland, Ontario.
21559	" 8	Matchedash Telephone System.	Right, etc., to erect and maintain telephone line across Severn river, Trent canal and Trent canal right of way on lot 18, con. 12, tp. of Tay, etc., and island "X," tp. of Baxter, Dist. of Muskoka, Ontario.
21615	Oct. 27	Edward Burke.....	Parts of lot No. 2 in 5th con., tp. of Camden, Co. of Victoria, Ontario.
21678	Dec. 23	Richard Bausch.....	House, on right of way of section No. 4, Ontario-Rice Lake division, Campbellford.

SESSIONAL PAPER No. 20

during the fiscal year ended March 31, 1916—*Continued.*

CANAL.

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instalment due.
			$ cts.		
0·1 ac.....	During pleasure.....	May 1, 1915	5 00	May 1....	May 1, 1915
0·465 ac.....	21 yrs., renewable....	Aug. 10, 1915	1 00	Aug. 10....	Aug. 10, 1915
0·273 ac.					
.....	10 yrs., renewable for 2 further 10 year terms	From and after completion of dam.	3 00 per h.p.		
.....	During pleasure.....	Mar. 1, 1916	1 00	Mar. 1....	Mar. 1, 1916
1·183 ac.....	"	Oct. 15, 1915	50 00	Oct. 15....	Oct. 15, 1915

LOCK.

15·10 sq. ft.....	During pleasure.....	Sept. 1, 1915	1 00	Sept. 1....	Sept. 1, 1915

CANAL.

.....	During pleasure.....	May 1, 1915	1 00	May 1....	May 1, 1915
0·63 ac.....	"	Mar. 1, 1915	6 00	Mar. 1....	Mar. 1, 1915
10·8 ac.....	"	May 1, 1915	10 00	May 1....	May 1, 1915
1·61 ac.....	"	" 1, 1915	50 00	" 1....	" 1, 1915
.....	"	" 1, 1915	7 00	" 1....	" 1, 1915
10·64 ac.....	"	" 1, 1915	10 00	" 1....	" 1, 1915
.....	"	" 1, 1915	1 00	" 1....	" 1, 1915
18·54 ac.....	"	Mar. 1, 1915	18 54	Mar. 1....	Mar. 1, 1915
.....	"	July 31, 1915	2 00	July 31....	July 31, 1915
.....	"	" 31, 1915	4 00	" 31....	" 31, 1915
22 ac.....	"	Oct. 1, 1915	19 84	Oct. 1....	Oct. 1, 1915
.....	9 months.....	Nov. 1, 1915	8 00	Nov. 1....	Nov. 1, 1915

PROPERTY Leased by the Department of Railways and Canals

TRENT

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights Demised.
	1916.		
21780	Mar. 15	William H. Grylls.....	Part of lot No. 49, North Portage road, tp. of Eldon, Co. of Victoria, Ontario.
21781	" 15	Archie L. McEachern...	Part lot No. 49, North Portage road, tp. of Eldon, Co. of Victoria, Ontario, and privileges.
21784	" 15	Donald Grant.....	Part of lot No. 6 in 11th con., tp. of Thorah, Co. of Ontario, Ont.

WELLAND

	1915.		
21298	April 7	The Niagara, Welland & Lake Erie Ry. Co., Corporation of Town of Welland consenting.	Right, etc., to lay, etc., electric street railway upon and over swing bridge connecting east and West Main streets, Welland, Ontario.
21337	" 26	The Exolon Company..	Privilege to lay and maintain a 3" pipe on canal land from old canal to lessee's factory at Thorold, Ont., and draw water therethrough.
21435	May 29	William Hamilton.....	Land south of Dunnville lock in town of Dunnville, and privilege to construct, etc., weighing scales on roadway adjacent to Market Place.
21453	June 15	Corporation of Village of Merritton.	Privilege to lay and maintain pipes on canal land at Merritton, and discharge sewerage into canal.
21455	" 12	Canadian Dredging Co., Ltd.	Land south of cut to Port Robinson lock, part lot No. 203 in tp. of Thorold, Co. of Welland, Ontario.
21494	July 9	Pastime Canoe Club....	Land covered by waters of Martindale pond in village of Port Dalhousie, Ont. Part of lot No. 23 in 1st con., tp. of Grantham, Co. of Lincoln.
21539	Sept. 9	Electro-Metals, Limited	Privilege to lay and maintain a 24" drain pipe in place of a short length of government pipe, opposite lessee's plant at Welland, Ont.
21553	Sept. 15	John Speck.....	Land on south side of feeder in Marshville, being part lot No. 20 in 3rd con. of tp. of Wainfleet, Co. of Welland.
21560	Sept. 16	Andrew E. Stickel.....	Land south of Dunnville lock in town of Dunnville, Ont., being part of lot No. 3 in 1st range from Grand River, tp. of Moulton Co. of Haldimand, Ontario.
21634	Nov. 30	William Sullivan.....	Southerly half of double house and land at lock No. 2, old Welland canal, in city of St. Catharines, Co. of Lincoln.
21637	Dec. 9	Mrs. M. Unsworth.....	House and land, lot No. 3, on west side Welland street, south of Lyndon street, in town of Thorold, Ont.
21638	Dec. 9	The United Gas Companies, Limited.	Privilege to lay and maintain a gas pipe along W. towpath of old canal, from opposite Salina street to Dittrick street, St. Catharines, Ont., and privilege to maintain an 8" pipe across canal at Salina street.
21676	Dec. 23	William J. Smith.....	House and land lot No. 5 on westerly side of Welland street, south of Lyndon street, town of Thorold, Co. of Welland, Ontario.
21677	Dec. 23	City of St. Catharines..	Privilege to lay and maintain an 18" outlet sewer across canal reserve land and into the canal between locks 3 and 4.
21679	Dec. 23	Lewis Tenbroeck.....	Southerly half of double house and land at lock No. 15 old canal.
21683	Dec. 30	The Bell Telephone Co. of Canada.	Privilege to erect and maintain a telephone line alongside of highway swing bridge over Welland river at Bridgewater street, Chippewa.
21684	Dec. 30	The Relief Gas Company, Ltd.	Privilege to lay and maintain a 10" gas main under old Welland canal in city of St. Catharines, at a point adjacent to city's gas plant.

SESSIONAL PAPER No. 20

during the fiscal year ended March 31, 1916—*Continued.*

CANAL—*Concluded.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First instalment due.
			$ cts.		
1·48 ac.	During pleasure	Mar. 1, 1916	13 00	Mar. 1	Mar. 1, 1916
0·17 ac.	"	" 1, 1916	2 00	" 1	" 1, 1916
4·85 ac.	"	" 1, 1916	6 00	" 1	" 1, 1916
CANAL.					
	During pleasure	Mar. 1, 1915	100 00	Mar. 1	Mar. 1, 1915
	"	" 1, 1915	25 00	" 1	" 1, 1915
0·006 ac.	"	May 1, 1915	15 00	May 1	May 1, 1915
	"	Feb. 1, 1915	10 00	Feb. 1	Feb. 1, 1915
1·3 ac.	"	June 1, 1915	25 00	June 1	June 1, 1915
450 sq. ft.	"	July 1, 1915	2 00	July 1	July 1, 1915
	"	Sept. 1, 1915	10 00	Sept. 1	Sept. 1, 1915
0·37 ac.	During pleasure	Sept. 1, 1915	10 00	Sept. 1	Sept. 1, 1915
0·04 ac.	"	" 1, 1915	4 00	" 1	" 1, 1915
	"	July 24, 1915	$4.00 per month	July 24	July 24, 1915
	"	July 8, 1915	13.00 per month	July 8	July 8, 1915
	"	Dec. 1, 1915	5 00	Dec. 1,	Dec. 1, 1915
	"	Nov. 5, 1915	$8.00 per month	Nov. 5	Nov. 5, 1915
	"	Dec. 1, 1915	2 00	Dec. 1	Dec. 1, 1915
	"	" 1, 1915	$6.00 per month	" 1	" 1, 1915
	"	" 1, 1915	1 00	" 1	" 1, 1915
	"	Jan. 1, 1916	5 00	Jan. 1	Jan. 1, 1916

PROPERTY Leased by the Department of Railways and Canals

WELLAND

No. of Lease.	Date of Signature.	Lessee.	Lands or Rights Demised.
	1916.		
21718	Jan. 28	Hydro Electric Power Commission of Ontario.	Privilege of erecting and maintaining a 4,000-volt electrical transmission line over old canal at Carleton street, city of St. Catharines, Ont.
21735	Feb. 19	The Niagara, St. Catharines & Toronto Railway Co.	Privilege to construct, maintain and operate a railway crossing over canal hydraulic raceway at St. Catharines, Ont.
*g*21742	Feb. 19	The Hydro Electric Commission of the City of St.Catharines.	Privilege to erect and maintain an electric transmission line along east and south sides of old canal from lock No. 4 to St. Paul street bridge, in St. Catharines, Ont.
21745	Feb. 24	The Toronto, Hamilton and Buffalo Railway Co.	Land on north side of feeder near Port Maitland lock.
21819	Mar. 25	Albert Charles Harris...	House on lot No. 8, Con. 7th tp. of Grantham, Co. of Lincoln, Ontario.

a Cancelled by Departmental letter of November 10, 1915.
b Supersedes Lease No. 19165, dated July 20, 1911.
c Assigned by No. 21694.
d Cancels and supersedes Lease No. 8968, dated Oct. 19, 1887.

during the fiscal year ended March 31, 1916—*Concluded.*

CANAL—*Concluded.*

Area.	Term.	Commencement of term.	Terms of Payment.		
			Annual Rental.	Due each year.	First Instalment due.
			$ cts.		
.....	During pleasure.....	Dec. 1, 1915	5 00	Dec. 1, ..	Dec. 1, 1915
.....	"	Jan. 1, 1916	5 00	Jan. 1....	Jan. 1, 1916
.....	"	" 1, 1916	80 00	" 1....	" 1, 1916
3·98 ac.....	"	" 1, 1916	10 00	" 1....	" 1, 1916
.....	"	" 1, 1916	$5.00 per month	" 1....	" 1, 1916

e Cancelled by Departmental letter of April 13, 1916, as and from April 30, 1916.
f Supersedes Lease No. 15413, dated April 6, 1904.
g Cancels and supersedes Lease No. 19672, dated September 25, 1912.

E. E. FAIRWEATHER,
Departmental Solicitor.

PROPERTY LEASED to the Department of Railways and Canals by TRENT

No. of Lease.	Date of Lease.	Lessor.	Lands or Rights demised.
	1915.		
21456	May 22	The Toronto Savings and Loan Company.	Rooms numbers one and three in the Bank of Commerce Building, Peterborough.
21597	Oct. 7	William Hamilton Co. Ltd	2,250 sq. ft. of ground space in yard of lessor at Peterborough, Ont.

various parties during the Fiscal Year ended March 31,1916

CANAL.

Term.	Terms of Payment.		First Instalment due.
	Annual Rental.	Due each year.	
3 years	$450.00 per annum: first quarter, $97.50.	Quarterly	
2 years	$1.00 per annum	Oct. 1, 1915	

E. E. FAIRWEATHER,

Departmental Solicitor.

PROPERTY CONVEYED to the Department of Railways and

TRENT

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1915.		
21503	April 3..	Noah Morrow, *et ux*...	Parts of broken lot No. 18, con. 12th, and damages.....
21504	May 26..	Artimus Ward Grigg, *et ux.*	Parts of lots "J" and "K" and part of land and rock known as "Grigg Island" west of lot "K" in village of Washago.
21662	Sept. 11..	The Board of Public School Trustees.	Part of lot No. 18 in 12th con.....
21755	Oct. 14..	James Blackwell, *et ux*	Part of E½ of lot No. 11 in con. 14.
21756	Nov. 24..	Gilbert W. Ostrom, *et al* (executors of est of Wm. Shea).	Part of lot No. 1, con. 3, and part of island in river Trent, part of lot A in con. 2, and part lot No. 1 in con. 3.
	1916.		
21757	Jan. 31..	William Moncreiff *et ux*	Part of lot No. 4 N. of King street, village of Bolsover.....
21827	Feb. 1..	Fanny Whiteside.....	Part of lot No. 34 in 2nd con.....

WELLAND

	1914.		
*21591	Sept. 8..	John R. Secord, *et ux*.	Parts of lots Nos. 6, 7, and 8 in 9th con.....
*21663	Aug. 24..	Sarah A. Knight.....	Lots Nos. 51 and 83 on McCormick street, town of Welland
	1915.		
*21664	Feb. 22..	Jacob E. Barrick, *et ux*	Part of original township, lot No. 28, in 2nd con.....
21665	June 15..	Helen Spencer.....	Lots 48 and 49, block M.M.....
	1914.		
*21666	Dec. 23..	John Morton, *et al*.....	Part of lot No. 11 in 1st and Broken Front con., and part of Broken Front in front of lot No. 12 in 1st con.....
	1915.		
21667	July 21..	Evan F. Upper, *et ux*..	Part of lots Nos. 48 and 49 and part of allowance for road between lots..
*21668	Mar.	Robert Bradley.....	Part of lot No. 74.....
21669	May 17..	William Powell, *et ux*.	Part of the S. ½ of lot No. 10 in 3rd con.....
21706	Oct. 15..	Geo. W. Weaver, *et ux*	Lot No. 50 in block M.M.....
21707	Dec. 10..	John James Fee.....	Part of lots Nos. 7 and 8 in 8th con.....
21708	Nov. 26..	Moses Boff, *et ux*.....	Lot No. 52 on S. side of McCormick street.....
	1914.		
*21709	Aug. 24..	Sydney C. Dennis.....	Lot No. 85 and 86.....
*21710	" 24..	Alexander Gordon, *et ux*.....	Lot No. 21 in town of Welland.....
	1916.		
21758	Feb. 2..	Chas. E. Secord.....	Part of S. ½ of lot No. 8 in 5th con.....
	1915.		
21759	Oct. 18..	Mary Roberts Muir...	Part of lot No. 11 in 1st con.....
21760	July 6..	Thomas Conlon, *et ux*.	Part of lots Nos. 1, 2, 3, and 4, fronting on west side of Wellington street.
21769	Oct. 27..	Eliza Jane Crysler, *et al.*	Part of Lot No. 19 fronting on north side of Canby street..
	1916.		
21771	Jan. 17..	Samuel J. Arbuthnot, *et ux.*	Part of lot No. 11 in 2nd con.....
	1915.		
21815	Dec. 14..	John James Fee.....	Part of lot No. 7 in 7th and 8th cons.....
	1914.		
*21816..	Aug. 25..	Wm. M. Hill, *et ux*....	Part of lot J.T. on east side of Aqueduct street, and right of way across part of lot J.T.
	1915.		
21817	Aug. 24..	Katherine Kirby.....	Lots Nos. 54 and 55 in town of Welland.....
	1916.		
21822	Feb. 11..	Mary Ann McDonagh, *et al.*	Parts of lot No. 49 and road allowance between lots No. 49 and 72, and part of lot No. 73.

SESSIONAL PAPER No. 20

Canals during the Fiscal Year ended March 31, 1916.

CANAL.

District, or Township.	County.	Area.	Amount.
			$ cts.
Tay	Simcoe	2·11 acres	700 00
Rama	Ontario	0·087 acre	100 00
Tay	Simcoe	0·75 acre	2,000 00
North Orillia	"	4·4 acres	90 00
Sydney	Hastings	2·95 acres	177 00
Eldon	Victoria	0·04 acre	10 00
Morrison	Muskoka	0·2 acre	10 00

CANAL.

Grantham	Lincoln	17 acres 12·5 acres	22,000 00
Welland	Welland		900 00
Humberstone	"	5·46 acres	1,650 00
"	"		850 00
Grantham	Lincoln	33·07 acres 0·8 acre	19,500 00
Thorold	Welland	6·25 acres	10,000 00
"	"	4·1 acres 2·6 acres	3,500 00
Grantham	Lincoln	10·58 acres	5,000 00
Welland	Welland	0·129 acre	400 00
Grantham	Lincoln	31·3 acres	8,600 00
Welland	Welland		425 00
"	"	0·303 acre	2,600 00
"	"	0·145 acre	1,900 00
Grantham	Lincoln	36·21 acres	10,115 60
"	"	6·38 acres. Compensation	3,158 00
		Interest	266 07
Thorold	Welland	18 acres	1,000 00
Allanburgh	"	0·032 acre	175 00
Grantham	Lincoln	6·33 acres	3,815 00
"	Lincoln	1·3 acre	260 00
Welland	Welland	0·089 acre	1,700 00
"	"	0·32 acre	4,600 00
Thorold	"	73·87 acres	19,467 50

PROPERTY CONVEYED to the Department of Railways and Canals

WELLAND

Number of Deed.	Date of Deed.	Grantor.	Lot.
	1915.		
21823	Dec. 21..	William Munro, *et ux*..	Parts of lots Nos. 12 and 13.....
	1916.		
21824	Mar. 6..	Joseph B. Boase, *et ux*	Part of lot No. 9 in 5th con.....
21825	Feb. 23..	Melvin W. Daboll, *et ux*.	Lots Nos. 58, 59, and 68.....
21826	Jan. 31..	Margaret E. Pattison, *et al*.	Part of lot Q.Q. and part of lot S.S.....
	1915.		
21862	Oct. 23..	Thomas H. Bessey, *et ux*.	Part of lots Nos. 7 and 8 in 8th con.....

HUDSON BAY

	1915.		
21712	Oct. 12..	Synod of Diocese of Saskatchewan (Church of England).	Part of lot No. 1 in group 321, tp. 56, range 26, west of the Principal meridian.

* Too late for last year's report.

during the Fiscal Year ended March 31, 1916—*Concluded.*

CANAL.—*Concluded.*

District.	County.	Area.	Amount.
Thorold	"	13·83 acres	9,375 00
Grantham	Lincoln	2·9 acres	750 00
Thorold	Welland	11·5 acres	3,000 00
"	"	5·00 acres 10·25 acres	7,725 00
Grantham	Lincoln	11·41 acres	2,600 00

RAILWAY.

	Manitoba	0·96 acre	2,300 00

E. E. FAIRWEATHER,

Departmental Solicitor.

PROPERTY CONVEYED by the Department of Railways

WELLAND

Number of Deed.	Date of Deed.	Grantor.	Lot.
21675	1915. Dec. 16..	Thos. H. Bessey.....	Part of lot No. 8 in 8th con.
21786	1916. Mar. 6..	Inland Pulp and Paper Co., Ltd.	Part of lot PP. and part of park lot No. 5, as laid down on the Municipal plan No. 11.

and Canals during the Fiscal Year ended March 31, 1916.

CANAL

District.	County.	Area.	Amount.
Grantham	Lincoln	5 acres	Certain other lands.
Thorold	Welland	0·3 acre	"

E. E. FAIRWEATHER,

Departmental Solicitor.

DAMAGES paid for during the Fiscal Year ended March 31, 1916.

TRENT CANAL.

No. of Release.	Date of Release.	Grantor.	Description.	Amount.
	1915.			$ cts.
21358	April 3..	Margaret Nesbitt.....	For damages by water to the W. ½ of lot No.20 in the 8th con. of the tp. of Eldon, Co. of Victoria, Ontario.	400 00
21589	May 18..	Corry & Laverdure and Thos. Birkett.....	Of all claims arising out of or incidental to contracts Nos. 12412, 13547, and 13773, or any other contract in connection with said public work.	16,000 00
21590	May 15..	John C. McConkey, *et al*	For damages by water to the NE. ¼ of lot No. 18 in the 10th con. of the tp. of Smith, county of Peterborough.	202 50
21713	Oct. 18..	Corporation of the Township of Fenelon.	For all claims and demands by reason of the expropriation of three portions of highways in tp. of Fenelon, Co. of Victoria, viz:—0·16 acre part of Cherry street in village of Rosedale; 1·05 acre road allowance between con. 8 and 9 and 1·5 acre, part of lots Nos. 31 and 32 in con. 8.	1 00
21714	Oct. 4..	Township of South Monaghan.	For damages by water to certain highways and roadways.	1,800 00
21867	Oct. 16..	Township of South Monaghan.	For damages by water to certain highways and roadways.	2,000 00
21868	July 24..	W. N. Blewett, *et ux*....	For damages caused by raising of Buckhorn dam, to parcel of land, 2 acres in extent, being composed of Part of lot No. 9, con. 8, and part of lot No. 9, lying south of Main street east of line between 8th and 9th con., tp. of Harvey, Co. of Peterborough, Ontario, and to saw-mill erected on said lands.	75 00
21869	Dec. 7..	Rosa Whalen, *et al*.....	For damages by water to east end of the S. ½ of lot No. 4 in 4th con., tp. of Carden, Co. of Victoria, Ontario.	30 00

WELLAND CANAL.

	1916.			
21870	Feb. 26..	Mortimer A. Ball.....	For damages consequent upon the cutting down or injuring of trees on lots Nos. 20, 21, 22, and 23 in 5th and 6th con. of the tp. of Louth Co. of Lincoln, Ontario.	100 00
	1915.			
21438	May 28 ..	Anna T. Zimmerman...	For compassionate allowance owing to the death of George A. Zimmerman.	2,000 00

LACHINE CANAL.

	1915.			
21369	May 11..	Lillian Morton.....	For compassionate allowance owing to the death of Michael Lawrence Allen.	1,000 00

HUDSON BAY RAILWAY.

	1915.			
21368	May 10..	Beatrice Smith.....	For compassionate allowance owing to the death of Walter B. Smith.	2,000 00

E. E. FAIRWEATHER,

Departmental Solicitor.

PART III.

REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT

AND

Reports of the Superintending Engineers, Engineers in Charge, and Superintendents of the various Canals, the Engineer in Charge of the Car Ferry Terminals at Cape Tormentine, the Chief Engineer of the Hudson Bay Railway, the Engineer in charge of the Hudson Bay Railway Terminus at Port Nelson, the Engineer in Charge of the Dartmouth-Deans Branch of the I.C.R., and the Inspecting Engineer of the Department of Railways and Canals,

FOR THE YEAR 1915-16.

Ernest Marceau, Superintending Engineer, Quebec Canals.
C. D. Sargent, Superintending Engineer, Ontario-St. Lawrence and St. Peter's Canals.
A. T. Phillips, Superintending Engineer, Rideau Canal.
A. J. Grant, Superintending Engineer, Trent Canal.
A. L. Killaly, Superintendent, Trent Canal.
J. L. Weller, Engineer in Charge, Welland Ship Canal.
L. D. Hara, Acting Superintending Engineer, Welland Canal.
J. W. LeB. Ross, Superintending Engineer, Sault Ste. Marie Canal.
F. B. Fripp, Engineer in Charge, Car Ferry Terminals, Cape Tormentine.
J. W. Porter, Chief Engineer, Hudson Bay Railway.
D. W. McLachlan, Engineer in Charge, Hudson Bay Railway Terminus, Port Nelson.
W. A. Hendry, Engineer in Charge, Dartmouth-Deans Branch, I.C.R.
Alex. Ferguson, Inspecting Engineer, Dept. of Railways and Canals.

REPORT OF THE CHIEF ENGINEER.

OTTAWA, April 1, 1916.

SIR,—I have the honour to submit my annual report for the fiscal year ending 31st March, 1916.

Attached hereto will be found the annual reports of the superintending engineers of the several canals, the superintendent of the Trent canal, the engineer in charge of the Welland Ship canal, the engineer in charge of the car ferry terminals at Cape Tormentine, the chief engineer of the Hudson Bay Railway, the engineer in charge of the Hudson Bay Railway terminus at Port Nelson, and the engineer in charge of the Dartmouth branch of the Intercolonial railway.

CANALS.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of lake Superior, comprises 74 miles of canal with forty-eight locks and 1,155 miles of river and lake waters, or a total 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the southwest end of lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. A summary of this route will be found in part VII, together with details of the several works thereon. Connection is made with the Canadian Pacific railway from points west and south at Fort William and Port Arthur (6 miles apart.) From Fort William, connection with the main line of the National Transcontinental railway is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now leased and operated by the Canadian Government railways.

On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation, in the hands of competent pilots, both by day and night. The Lachine, Soulanges, Cornwall, Welland, and Sault Ste. Marie canals are lighted throughout by electricity, and electrically operated. The Farran's Point canal is lighted by acetylene gas.

Of the minor systems, the Murray, Trent, Rideau, and Ottawa River canals may be considered geographically as branches of the through east-and-west route. In operation, however, these canals serve a distinct traffic of more local nature. Isolated from the systems just mentioned, the navigation of the Richelieu river, from its junction with the St. Lawrence at Sorel, to lake Champlain, is effected by means of the St. Ours lock and the Chambly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton island and the Atlantic ocean.

Detailed information respecting the several canals is contained in an appendix.

With the exception of the Trent canal, where the construction of an extension of the present system to an outlet on lake Ontario is still in progress, and the Welland Ship canal, fully described farther on in this report, the work executed during the past year has been almost wholly of the nature of improvements and repairs of existing works.

LACHINE CANAL.

In addition to the usual repairs incidental to the maintenance of the canal, the most extensive work carried out during the year was the cutting off of a projection in the south bank between Cote St. Paul bridge and Cote St. Paul lock, and the lining of the newly-formed slope with a concrete retaining wall. The regulating weir on the south side near this lock was enlarged, and it had been the intention to erect over this weir a new and enlarged power-house; this latter work, however, was not undertaken.

SOULANGES CANAL.

The south guide pier and breakwater erected last season were widened to 25 feet on top and the slopes rip-rapped. This work, which is now fuly completed, allows of vessels locking through the canal in the roughest weather. The wharves at Cedars and Coteau du Lac were taken down and replaced by new and improved wooden pile and reinforced concrete structures.

STE. ANNE'S LOCK.

The repairs made during the year at this lock were of minor importance, such as the pointing of masonry, repairs to banks and guard pier, etc.

ST. OURS LOCK.

Repairs made at this lock during the year were of an unimportant character.

CARILLON AND GRENVILLE CANALS.

Three pairs of gates for locks 5 and 6 were rebuilt, a boulder retaining wall 200 feet in length was constructed along the north side of the towpath of the Grenville canal, and the lock house at Grenville was rebuilt.

BEAUHARNOIS CANAL.

This canal has been under lease to the Canadian Light and Power Company since 1907 and is, with the exception of a few minor works connected with it, no longer under the control of this department. No work worthy of mention was performed during the past year.

CORNWALL CANAL.

Throughout the entire season navigation was seriously interfered with by the extreme low water which prevailed.

Among the more important repairs and improvements carried out during the year, the following might be mentioned: Old lock No. 18 was permanently closed by a concrete dam surmounted by a service bridge. This lock, together with old locks 19 and 20, are now all similarly closed up, being no longer required for navigation purposes. The old wooden bridges over the weirs at old lock 17, at the guard gates above lock 20 and at the large offtake weir at the foot of Sheik's island, were all removed and replaced by steel-concrete structures. The wooden floor of the highway bridge over the offtake weir at the foot of Sheik's island was rebuilt in reinforced concrete, the roadway being considerably widened. A single-span steel highway bridge was erected over the head-race to the mills just north of old lock 17. In addition to the works of a permanent character just mentioned a large number of lesser repairs and replacements were effected.

FARRAN'S POINT CANAL.

On the north side of this canal near the upper entrance it was found necessary to rebuild about 700 feet of the stone protection wall.

At the lower entrance to the lock extensive repairs were made to the masonry retaining wall on the south side.

RAPIDE PLAT CANAL.

A number of small repairs and improvements were made during the past season, the most extensive work carried out being the relaying of upwards of a mile of stone protection wall along the sides of the canal.

GALOPS CANAL.

In addition to the usual lesser repairs, two new culverts were constructed, one at Iroquois and the other at Cardinal. At Presqu'ile the stone protection wall on both sides of the canal was relaid over a distance of nearly a mile.

MURRAY CANAL.

Small repairs and improvements only were made to this canal during the past fiscal year, such as the painting of buildings, pointing and repairs to masonry, and the gravelling of the highway along the north bank.

RIDEAU CANAL.

Owing to the fact that there was practically no freshet in the spring of 1915, the water in Rideau lake fell to an unusually low level. The somewhat heavy rainfall in the following summer, however, improved conditions to some extent, and at no time during the navigation season was a less depth than 5 feet recorded on the lock sill.

Of the various improvements and repairs made on this canal during the past season the following may be mentioned as among the more extensive: The chamber walls of lock 5 on the Ottawa station were taken down and rebuilt in concrete. About 250 feet of the timber wharf on south side of basin was taken down and rebuilt, as also a portion of the wharf near Laurier Avenue bridge, which had been burned. An additional 100 feet of concrete wall was added at the south end of the long wall constructed last season on the west side of the deep cut along the driveway. Between Bank Street and Bronson Avenue bridges, the canal channel was considerably widened, the excavated material being used to widen the Dow's Lake dam. At Hartwell's lock the existing bridge on the by-wash was replaced, concrete abutments being substituted at the same time for the old wooden cribs. A new "lay-by" pier was erected just below the lower lock. At Hogsback station repairs were made to the chamber wall, gate piers, etc., and a new "lay-by" pier constructed. At Black Rapids lock the west wall of the waste weir, which had given way, was renewed in concrete. At Merrickville the new concrete retaining dam has now been completed. At Smith's Falls the basin dam was rebuilt. On the Perth branch of the canal, the work of removing the rock shoals in the Tay river, which has been in hand for several seasons, was completed. The reservoir dam at Bob's lake was rebuilt in concrete. In addition to the foregoing, the usual maintenance work such as the painting of lock gates and buildings, pointing of masonry, small repairs to bridges and wharves, etc., was carried out.

TRENT CANAL.

The route of the Trent canal, as now in operation or under construction, lies between Trenton on the bay of Quinte, where direct connection with lake Ontario is made, and Port Severn on Georgian bay, from which port the waters of the upper great lakes are at once accessible. The portions of the canal now under construction lie between Trenton and Rice lake and between lake Couchiching and Georgian bay.

CANAL IN OPERATION.

The extent of waterway open to navigation lies between Trent Bridge and Washago, a distance of 160 miles. In addition to this, other channels maintained would approximate a total of 90 miles.

Of the various repairs and improvements made during the past year the following may be noted as among the more important: A swing span highway bridge was erected over the canal at Lindsay, replacing the former wooden bridge. The work of deepening and widening the channel in the Otonabee river was proceeded with satisfactorily, and will be continued during the coming season.

Water conditions during the year were exceptionally favourable, the precipitation over the Trent watershed being considerably in excess of the average. As a result of this it was found possible to hold all navigation lakes up to the desired level throughout the autumn.

CANAL UNDER CONSTRUCTION.

Ontario-Rice Lake Division.—Under this division is included the portion of the canal which lies between Trenton and the easterly end of Rice lake, a total distance of 56½ miles. For construction purposes this division has been subdivided into seven sections or contracts. The line of the river Trent has been followed throughout, and this portion of the system when completed will comprise 9½ miles of canal, 13 miles of subaqueous channels, and 34 miles of deep river waterway. From the mouth of the canal at Trenton, where the waters of lake Ontario are connected with, to the normal navigation level of Rice lake, there is a total rise of 369 feet. This difference of level is to be overcome by eighteen locks. For control of the river and canal levels, fourteen dams will be required. The locks have now all been completed, and the lock gates put in place on the first seven locks above Trenton. Work on the dams is now fully completed with the exception of five sluices in the bottom of dam No. 10, which are not likely to be finished until the high-level G.T.R. bridge at Campbellford has been constructed. Nineteen bridges in all will be required on this division. Seventeen of these are already completed. Of the two remaining, one is the high-level bridge at Campbellford, already mentioned, and the other the Gilmour Siding bridge below lock 1, work on the substructure of which is already under way. All these bridges, with the exception of that at Campbellford, are of either the swing or bascule type. The locks are constructed of monolithic concrete, are 175 feet long and 33 feet wide, and provide for a depth of water over the sills of 8 feet. The entire work of this division of the canal will, when completed, have involved the removal of about 1,500,000 cubic yards of earth, and 1,250,000 cubic yards of solid or loose rock, and the placing of 400,000 cubic yards of concrete. The estimated cost of this work is placed at $5,100,000, of which sum about 95 per cent has been expended to date. Very complete and interesting details in regard to the foregoing will be found in the report of the superintending engineer, appended hereto.

Severn Division.—Under this division is included the portion of the canal between lake Couchiching and Port Severn on Georgian bay, a total distance of 43 miles. In this distance there will be included 4 miles of canal, 5¼ miles of subaqueous channel,

and 33¾ miles of deep river and lake navigation. The rise of about 139 feet between the level of lake Huron and that of lake Couchiching will be overcome by five locks. For the regulation of the river levels, thirteen dams will be required. The route of the canal will be crossed by eight steel bridges, five for highway and three for railway traffic. Five of these bridges will be fixed spans, and the remainder swing spans. For construction purposes this division has been subdivided into four sections or contracts, three of which are under contract. The Port Severn section, which comprised the construction of a lock 100 feet long and 25 feet wide, was completed by the end of last November. On section No. 2, which comprises the construction of dams at Pretty channel and Swift rapids, and a lock and power-house at the latter point, together with the reconstruction of the Canadian Northern Railway bridge at Ragged rapids, and extensive granite rock excavation, the work has progressed satisfactorily, the dam at Pretty channel having been completed, the dam at Swift rapids being well under way, as also is the work on the lock and power-house, while considerable rock excavation has already been done at Flat rapids, Portage bay, and at the railway bridge at Ragged rapids. On section No. 3, the work being undertaken consists in the construction of a lock of 20 feet lift, two highway swing bridges, one railway swing bridge and several small dams near Washago, besides a large quantity of earth and rock excavation. Good progress has been made on the bridges, one of the dams at Washago has been completed, and the excavation for the lock has been about half taken out. The dredging of lake Couchiching has been nearly completed.

WELLAND CANAL.

On the new canal, the most important improvements and repairs made during the year included the renewal in reinforced concrete of the former wooden bridges over the weirs at locks 13, 14, 15, 17 and 22, the replacement of the wooden float between Port Dalhousie harbour and the by-pass below the weir at lock 1 by a wooden single-leaf hinged footbridge, and the renewal of the masonry substructure of the hell-path bridge at the head of lock 8. On the old canal, Marlatt's bridge at Thorold, a steel highway swing span, being no longer required was moved down the canal to Lyndon street and re-erected at this point on the substructure which had already been prepared to receive it. At St. Paul street, St. Catharines, the high-level bridge, a steel structure of nine spans on concrete piers and abutments, crossing the canal, was completed. In addition to the foregoing, several wooden footbridges, which had fallen into bad repair, were renewed in reinforced concrete. On the canal feeder considerable damage was sustained from the Grand River freshet of this spring, particularly at the highway bridge over Sulphur creek. The easterly highway swing bridge over the feeder at Stromness was completely renewed in steel on a concrete substructure. In addition to this, a number of lesser repairs were made at various points.

PORT COLBORNE ELEVATOR.

Owing to war conditions causing a scarcity of ocean bottoms at Montreal, and other allied causes, the amount of business at this elevator showed a decrease for the first time since its erection in 1908. The amount of grain handled during the year aggregated 28, 733, 822 bushels, the net earnings being $73,093.14. An addition to the elevator, giving a storage capacity of two million bushels, was completed during the year.

WELLAND SHIP CANAL.

The work on the new ship canal is divided into nine sections, numbered from the lake Ontario end of the canal. During the past year work under contract has been carried on continuously on sections 1, 2, 3, and 5. No additional sections have been placed under contract.

Section No. 1.—The work included in this section covers principally the construction of the new harbour at the lake Ontario end of the canal, and the lock and entrance to the canal connected therewith. Work has progressed very favourably during the past year, and the work under contract is now nearly half completed.

Sections Nos. 2 and 3.—The work on these two sections consists principally in the construction of canal prism, locks, waste weirs, overhead bridges, and a diversion of the Grand Trunk railway, Welland division, to permit of a more satisfactory location for the canal. There are to be three single and three twin locks on these sections. On section No. 2 there is practically no rock excavation; on section No. 3, however, a very large proportion of the work is in heavy rock cuttings. Work of all classes on these two sections has progressed very satisfactorily during the year. The contract work on section No. 2 is now 45 per cent completed, and on section No. 3, 28 per cent.

Section No. 5.—The work on this section includes the widening and deepening of the existing canal between Allanburg and Port Robinson, or for a distance of about 2½ miles. Work has been steadily going ahead during the year, and the contract covering this section is now 52 per cent completed.

In the annual report of the engineer in charge, appended hereto, are given very complete and interesting details in connection with all the work now in progress. A full description of the whole scheme of the ship canal route will be found in the report of the engineer in charge for the years 1912-13.

ST. PETER'S CANAL.

This canal was closed during the past season to allow of the works under construction being readily proceeded with. A few vessels, however, made the passage of the canal previous to 8th June. The improvement works consist in the construction of a new lock at the Atlantic end of the canal. This work, which was commenced in May, 1912, has been carried on in each successive season. Progress during the past year has been satisfactory, and it is hoped that the canal will be ready for navigation by next August.

SAULT STE. MARIE CANAL.

During the past year, both freight and passenger traffic through the canal has shown a considerable decrease. This is due principally to the opening for traffic of the third canal on the American side, where there is now an advantage offered of 6 inches increased draught over that of our own canal. This advantage lay formerly with the Canadian canal. Only two accidents to vessels of importance occurred during the year. No damage was done to the canal, and that suffered by the vessels was but slight. The work of renewing the top of the lower south pier, commenced last season, was continued, and a further length of 300 feet rebuilt. The usual general repairs were carried out.

RAILWAYS.

CAR FERRY TERMINALS, NORTHUMBERLAND STRAITS.

This undertaking comprises the construction of harbour works, landing piers, etc., at Cape Tormentine, N.B., and Carleton Point, P.E.I., distant 8 miles apart, and the building of about 3 miles of railway connecting the Cape Traverse branch of the Prince Edward Island railway with the Carleton Point terminal.

At Cape Tormentine the cribs for the landing slip are nearly completed. The core of the breakwater has been completed for its entire length, and a temporary protection of rubble stone placed on the slopes. The dredging of the turning basin is now about half completed. The piers for the transfer bridge have been finished, and work on the abutment is in progress.

At Carleton Point the core stone of the landing approach has been carried out to full length and the finished work now extends to 850 feet from shore. All materials for the cribwork landing slip have been assembled on shore, and the construction of the cribs is now under way. The core of the rubble mound breakwater has been fully laid and the slopes temporarily protected with large rubble stone. The breakwater being now sufficiently advanced to afford protection, the dredging of the turning basin will be proceeded with.

On the Carleton Point Branch Railway, track has been laid and grading, etc., completed for a distance of 2¾ miles. It is expected that connection with the ferry landing will be made by an early date.

Much time has been lost on this work owing to its exposed position and the bad weather and rough seas that have prevailed during a considerable portion of the past season.

HUDSON BAY RAILWAY.

Owing to a change in the location of the terminal yard at Port Nelson, placing it upon a much higher ground than originally intended, it was found necessary to relocate the last 30 miles of the railway. This work was satisfactorily carried out during the past winter.

The right of way has now been cleared to mile 395 from Le Pas, the grading of the roadbed is completed to mile 378, or within 47 miles of Port Nelson, and track is now laid to the 241st mile, or up to the first crossing of the Nelson river at Manitou rapids. Track has been ballasted and surfaced up to mile 225. The telegraph line has been carried to mile 241. Two water tanks have been completed and connected with water supplies. At Manitou rapids, the bridge over the Nelson river, a 304-foot span of the anchored cantilever type, is now practically completed. Progress during the year may be considered on the whole as satisfactory.

HUDSON BAY TERMINUS.

Navigation of the harbour at Port Nelson became possible on June 15, 1915, on which date the tug *Kathleen* was floated. During the season which ensued two round voyages from Halifax to Port Nelson were made by the ss. *Sheba* and *Durley Chine*, owned by the department, and three round voyages were made by each of the sealers *Bellaventure* and *Adventure*, operated by the department under time charters, the former being used to tow out the bulk *Benmore* and return her to Port Nelson laden with coal. The first arrival from sea reached Port Nelson on August 1. The last vessels to sail left on 22nd October, and met with no difficulties on the homeward voyage.

The construction of heavy plant and service works was completed early in the season, and thereafter good progress was made on the works connected with the establishment of the deep-water docks.

Among the works in the first category might be mentioned the construction and assembly of two orange-peel dredges and a stern wheel tug, the construction of dump and deck scows, the construction of a dry dock for the repair of floating plant, a wharf at Flamborough head, reconstruction of wharf No. 1, which was damaged by ice, extension of wharf No. 3, the construction of beacons at Nelson shoal and at Flamborough head, the survey and buoying of river channels, test piling and boring over a consider-

able area of river bottom to determine the character of substrata with reference to the location of harbour works, the construction of a waterworks system, in addition to lumbering operations and the general repair and maintenance work.

The proposed deep-water development consists of the creation of an elongated island, faced with stone-filled timber cribwork or sheet piling, situated near the outer edge of the tidal flats, and lying approximately parallel to the natural deep-water channel of the river; along the face of this island adjacent to the deep-water channel a depth of 30 feet will be provided by dredging. Between the steamer berths and the natural deep-water channel a minimum depth of 20 feet at extreme low tide will be provided. The island will be connected with the mainland by a series of seventeen steel spans of 140 feet in length c. to c., supported by clusters of piles driven through stone-filled crib piers. These piers are being constructed of unusually large size to provide adequate resistance to the ice, so that the structure as a whole might be regarded as consisting of seventeen separate single-span bridges connecting up these piers, rather than as a bridge of seventeen spans. The stone for the filling of cribs and rip-rapping around them is being obtained by dredging from the river bottom at a point near Flamborough head, 9 miles above the site of the works. Twelve piers had been completed, and the steel work of seven spans erected at the end of the fiscal year.

The manner in which the work thus far constructed has withstood ice movement and the action of tidal currents has been very satisfactory.

The orange-peel dredges were employed in preparing crib seats and procuring stone for filling and rip-rapping. The hydraulic dredge was employed in deepening the main channel.

During the winter months the construction forces were reduced to about 200 men, which number will be increased to about 500 men during the open season of 1916.

The labour forces retained during the winter months were kept steadily employed on such works as the construction of scows and buildings, repairs to plant, the removal of trestles no longer required, the bringing in of supplies, the driving of test piles and the making of borings to determine the character of substrata of the river bed on the site of proposed harbour works, and in logging operations up the Airhole river, a tributary of the Nelson.

DARTMOUTH BRANCH, I.C.R.

This line, which, as will be noted from last year's report, was all but completed on March 31, 1915, was entirely finished during the past season, and put into operation in January last. The condition of the road as handed over by the contractors was generally satisfactory.

SUBSIDIZED RAILWAYS.

During the past fiscal year, inspection of subsidized railways have been made by the department, aggregating in all 5,150 miles. Full details as to the lines of railway covered by these inspections will be found in the report of the inspecting engineer, appended hereto.

I have the honour to be, sir,

Your obedient servant,

W. A. BOWDEN,

Chief Engineer.

A. W. Campbell, Esq.,
Deputy Minister,
Department of Railways and Canals,
Ottawa.

REPORT OF THE SUPERINTENDING ENGINEER, QUEBEC CANALS.

MONTREAL, July 8, 1916.

SIR,—I have the honour to submit herewith my annual report on the works under my charge for the fiscal year ended March 31, 1916.

The Quebec Canals division comprises the Lachine and Soulanges canals on the St. Lawrence route, the Ste. Anne's, Carillon, and Grenville canals on the Ottawa river, and the St. Ours and Chambly canals on the Richelieu river.

Of these, the Lachine canal is by far the most important owing to its immediate connection with the harbour of Montreal.

LACHINE CANAL.

Length, 8½ miles; total rise, 45 feet; five locks, 270 feet by 45 feet, with 14 feet of water on sills; five old locks, 200 feet by 45 feet, with 9 feet of water on sills, still available to navigation.

OPERATION.

Navigation was carried on smoothly during the whole season, with only one interruption of some thirty hours, due to the carrying away of the lower gates of lock No. 3, by the tug *Glide*, on the 2nd November, 1915.

During the winter, the canal lighting system was changed, the old Thompson Houston open arc double carbon lamps being replaced by incandescent nitrogen lamps.

This canal was opened for navigation on the 20th April, and closed on the 13th December, 1915.

REPAIRS AND RENEWALS.

There is nothing to record under this head beyond the maintaining in good order of the various canal structures, locks, lock gates, swing and fixed bridges, fences, buildings, etc., and the building of reinforced concrete blocks at the north and south ends of the abutments of St. Gabriel bridge and at the north end of the abutment of the stationary bridge at Lachine.

In addition to the above, sixty cast-iron mooring posts, set in heavy concrete bases, were placed at various points along the line, and the Mill Street power-house underwent a general overhauling, necessitated by the remodelling of the electric light system.

CAPITAL.

Improvements at lock No. 4.—The works embraced in the contract No. 20049, awarded to Messrs. Quinlan, Robertson & Miller, in 1913, consisted of: cutting off a projection of the south bank of the canal extending from Cote St. Paul bridge to the old Cote St. Paul lock, and the lining of the newly formed slope with a strong concrete retaining wall; the enlarging of the regulating weir on the south side of the lock; the building of a new and enlarged power-house over this weir, the intention being to discard the Mill Street power-house and develop at Cote St. Paul all the power required for the canal electric services; and the paving of that portion of the south bank extending from the Cote St. Paul bridge to a point about 500 feet east of the Cote St. Paul lock.

At the end of the fiscal year which expired on March 31, 1916, the contract was completed, with the exception of the paving and new power-house, the construction of which has been postponed indefinitely.

DREDGING.

During last winter the two steam tugs *Frank Perew* and *Carillon*, the steam spoon dredge *No. 2*, the floating steam derrick *No. 1*, and the fifteen flat and dump scows, forming our dredging fleet, were overhauled and made ready for the opening of navigation.

From the 1st to the 19th May, 1915, the dredge was engaged cleaning the new channel at the upper entrance to the Soulanges canal, while the steam derrick was doing some excavation at Ste. Anne de Bellevue, in connection with the renewal of the head pier between the old and new locks, and some cleaning in the channel above the new lock.

On the way up to Coteau Landing, the steam derrick stopped at the lower entrance to the Soulanges canal, where some cleaning had to be done, and proceeded to Coteau Landing on the 1st June.

Both were thereafter employed until the end of the season completing the new channel above the Soulanges guard lock and forming the bank on the river side of the extension pier; also preparing the foundation for the crib and concrete facing of the government dam at Valleyfield.

The whole fleet returned to its winter quarters in the Lachine canal on the 21st November, 1915.

SOULANGES CANAL.

Length, 14 miles; five locks, 270 feet by 45 feet; 15 feet of water on the sills; total rise, 84 feet.

OPERATION.

The Soulanges canal was opened to navigation on the 20th April and closed on the 13th December, 1915.

REPAIRS AND RENEWALS.

The maintaining in good order of the various canal structures, locks, lock gates, bridges, buildings, fences, roads, etc., is practically all that has been done here under the above head during the year, except the reinforcing of the concrete bases of some twenty mooring posts, and the quarrying of about 3,000 cubic yards of stone, which will be used in refilling the notch in the canal slopes at places where the stone originally placed there has fallen down.

CAPITAL.

Protection works at Upper Entrance.—During the summer of 1915, the extension to the south guide pier and breakwater, completed by Messrs. Haney, Quinlan & Robertson the year before, was widened to 25 feet on the top, the material used being taken from the bed of the river, in the canal entrance, by our own dredge.

The outer slopes of both the extension and the breakwater were then lined with rip-rap stone procured, under contract, from Mr. Philias Doré, of Valleyfield.

These works are now fully completed and permit of vessels locking through in the roughest weather.

INCOME.

Rebuilding Wharves.—The wharves at Cedars and Coteau du Lac, originally built by the Department of Public Works and lately taken over by this department, had become unsafe for the handling of freight over them. Both were taken down and replaced by new structures, consisting of wooden piles with reinforced concrete superstructure. Each of them is 101 feet in length, and can accommodate vessels drawing 9 feet.

Mooring Posts.—Under this item thirty new mooring posts were placed at various points along the canal.

STE. ANNE'S LOCK.

Length, half mile; one lock, 240 by 45 feet, with 9 feet of water on the sills; old lock, still available, 200 by 45 feet, with 6 feet of water on the sills; total rise, 3 feet.

OPERATION.

This lock was opened to navigation on the 19th April and closed on the 3rd December, 1915.

REPAIRS AND RENEWALS.

The chief items of repairs executed during the fiscal year were as follows: Overhauling booms in lower and upper entrances; length, 750 feet. Reforming bank above locks and putting in three cast-iron mooring posts set in concrete. Pointing side walls in lower entrance. Repairing guard pier above old lock.

CARILLON AND GRENVILLE CANALS.

Carillon canal: Length, three-quarter mile; two locks, 200 by 45 feet, with 9 feet of water on the sills; total rise, 16 feet.

Grenville canal: Length, 5¾ miles; five locks, 200 by 45 feet, with 9 feet of water on the sills; total rise, 45¾ feet.

OPERATION.

These canals were opened to navigation on the 20th April and closed on the 27th November, 1915.

REPAIRS AND RENEWALS.

The most important works performed here, under the above head, during the fiscal year were as follows:—

Rebuilding three pairs of gates for locks Nos. 5 and 6.

Building boulder retaining wall, some 200 feet in length, along the north side of the towpath, Grenville canal.

Rebuilding lock house at Grenville. This building had been destroyed by fire during the winter.

Building a new scow, 30 feet by 16 feet by 3 feet.

ST. OURS LOCK.

Length, one-eighth mile; one lock, 200 by 45 feet, with 6½ feet of water on the sills; rise, 5 feet.

OPERATION.

This lock was opened to navigation on the 17th April and closed on the 2nd December, 1915.

REPAIRS AND RENEWALS.

All the structures, buildings, fences, etc., were kept in good order during the year.

Chambly Canal.

Length, 12 miles; nine locks, 118 by 22½ feet, with 7 feet of water on the sills; total rise, 74 feet.

OPERATION.

The Chambly canal was opened to navigation on the 29th April, and closed on the 1st December, 1915.

REPAIRS AND RENEWALS.

No special repair work was done here during the last fiscal year.

Beauharnois Canal.

This canal has been under lease to the Canadian Light and Power Company since 1907, and is no longer under the direct control of the department. Some works connected with it are, however, still maintained by us.

REPAIRS.

Hungry Bay dyke.—The dyke proper and the stone walls protecting it against the erosive action of lake St. Francis have been kept in good order, but no expenditure was made in repairing the road on top of the dyke, although this road is beginning to be seriously worn out in places.

Bridge across the Lost Channel at St. Timothy.—The necessary lumber required to partly renew the flooring of this bridge was purchased during the winter, but it had not been put in place at the end of the last fiscal year.

Quebec Canals—Income.

Protection walls along shores of lake St. Francis.—The only work done under this item of the appropriations during last year was the filling of a few gaps in the wall in front of the Ste. Barbe dyke, on the south shore, and the raising of some low sections of the protection wall near St. Zotique, on the north shore.

Concrete facing dam at Valleyfield.—This work was built under contract by the Carlton Construction Co., Ltd., of Ottawa. Operations were begun on the 18th June, 1915, and the work was fully completed by the end of the following October.

It consists of cribwork foundation, 475 feet long, placed about 10 feet from the westerly face of the old dam and brought up to a line about 12 inches below the level of low water. On top of this cribwork, a concrete wall was built, the top of which was made level with the existing wharf. At the north end of cribwork, the concrete wall was started and carried to a point 200 feet farther, the total length of the facing being 675 feet.

Surveys and inspections.—As usual, numerous inspections were made in connection with claims, leases, etc., necessitating reports and the preparation of plans.

A few photographs to accompany the present report will be forwarded in a few days.

I have the honour to be, sir,

Your obedient servant,

ERNEST MARCEAU,

Superintending Engineer, Quebec Canals.

LACHINE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of new Lock No. 1, at the lower entrance, and new Lock No. 5, at upper entrance, during the fiscal year ending March 31, 1916.

Months.	New Lock No. 1 Lower Sill.		New Lock No. 5 Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1915.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
April	31 4	15 5	16 3	15 0
May	17 11	15 5	16 6	15 8
June	16 0	14 5	15 7	15 1
July	15 0	13 9	15 4	14 8
August	14 10	13 5	15 6	14 1
September	14 5	13 9	15 9	14 8
October	14 5	13 8	15 1	14 7
November	13 11	13 4	14 11	13 11
December	14 4	13 2	14 7	14 0
1916.				
January	31 1	15 10	16 9	15 1
February	31 0	28 4	16 7	14 5
March	29 4	25 0	16 9	14 0

SOULANGES CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1, at lower entrance, and Lock No. 5, at upper entrance, during the fiscal year ending March 31, 1916.

Months.	Lock No. 1 Lower Sill.		Lock No. 5 Upper Sill.	
	Highest.	Lowest.	Highest.	Lowest.
1915.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
April	18 0	17 0	16 4	16 0
May	18 2	17 6	16 3	16 0
June	17 6	17 3	16 1	15 9
July	17 3	16 7	16 1	15 9
August	17 2	16 7	16 4	15 6
September	17 0	16 6	16 3	16 0
October	16 9	16 3	16 1	15 9
November	16 6	16 3	16 1	15 2
December	17 1	16 2	15 9	15 6
1916.				
January	18 8	17 4	16 8	15 7
February	20 9	18 6	16 9	16 1
March	22 9	20 3	17 2	15 8

CHAMBLY CANAL.

STATEMENT showing the depth of the river water on the mitre sill of Lock No. 9, at lower entrance, and Lock No. 1, upper entrance, during the fiscal year ending March 31, 1916.

Months.	Lock No. 9 Lower Sill.				Lock No. 1 Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1915.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	12	7	11	2	9	11	8	9
May	12	4	10	4	9	11	8	5
June	10	5	9	2	8	7	7	4
July	10	6	10	0	8	1	7	8
August	10	3	9	9	7	11	7	5
September	9	10	8	8	7	10	7	1
October	9	8	8	8	7	8	6	2
November	9	2	8	7	7	8	6	10
December	9	3	7	11	8	1	7	2
1916.								
January	12	1	9	2	9	2	7	11
February	13	1	11	4	9	5	8	11
March	15	11	11	5	9	5	8	10

ST. OURS LOCK.

STATEMENT showing the depth of the river water on the mitre sills of the St. Ours Lock during the fiscal year ending March 31, 1916.

Months.	Lock No. 1 Lower Sill.				Lock No. 1 Upper Sill.			
	Highest.		Lowest.		Highes.		Lowest.	
1915.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	12	2	10	2	10	8	9	9
May	13	0	9	3	10	7	9	1
June	9	10	7	10	10	0	8	5
July	8	7	6	8	10	1	9	10
August	7	6	6	3	10	0	9	5
September	7	0	6	4	9	6	8	8
October	7	6	6	0	9	3	8	9
November	6	7	5	7	9	5	8	6
December	7	7	5	11	9	2	7	5
1916.								
January	10	9	8	0	9	2	8	1
February	11	9	9	4	10	0	8	11
March	14	4	9	4	11	5	9	0

CARILLON CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 1, at lower entrance, and Lock No. 2, at upper entrance, during the fiscal year ending March 31, 1916.

Month.	Lock No. 1 Lower Sill.				Lock No. 2 Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1915.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	14	10	11	11	14	5	10	8
May	15	7	14	8	15	3	14	2
June	14	8	13	9	14	3	13	1
July	14	2	12	3	13	6	11	4
August	12	10	12	3	12	2	11	5
September	12	8	11	9	12	0	11	2
October	12	9	12	0	12	1	11	7
November	12	4	11	10	11	7	11	4
December	12	4	11	10	12	7	11	2
1916.								
January	13	5	12	4	16	0	12	5
February	14	0	13	0	16	4	13	3
March	14	8	13	3	15	6	11	11

GRENVILLE CANAL.

STATEMENT showing the depth of the river water on the mitre sills of Lock No. 3, at lower entrance, and Lock No. 7, at upper entrance, during the fiscal year ending March 31, 1916.

Months.	Lock No. 3 Lower Sill.				Lock No. 7 Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1915.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	17	8	13	0	15	3	10	7
May	18	8	17	6	16	4	15	2
June	17	6	15	11	15	1	13	9
July	16	4	13	10	14	2	11	4
August	14	7	13	5	12	3	11	1
September	14	4	13	3	12	0	10	11
October	14	7	13	11	12	3	11	5
November	13	11	13	6	11	6	11	2
December	15	6	13	7	11	7	11	0
1916.								
January	18	8	14	6	12	3	11	1
February	19	10	16	1	12	8	11	5
March	19	9	14	7	13	6	11	3

STE. ANNE'S LOCK.

STATEMENT showing the depth of the river water on the mitre sills of the Ste. Anne's Lock, at the lower and upper entrance, during the fiscal year ending March 31, 1916.

Months.	Lock No. 1 Lower Sill.				Lock No. 1 Upper Sill.			
	Highest.		Lowest.		Highest.		Lowest.	
1915.	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
April	11	4	10	2	13	1	10	7
May	11	7	10	11	13	10	13	0
June	10	11	10	5	13	0	12	2
July	10	7	9	9	12	6	10	11
August	10	6	9	6	11	6	10	9
September	10	3	9	9	11	3	10	7
October	10	2	9	9	11	4	10	10
November	9	11	9	4	10	11	10	8
December	10	1	9	3	11	0	10	9
1916.								
January	12	0	10	6	11	6	10	11
February	11	10	10	4	11	10	11	2
March	11	7	10	3	12	3	11	6

QUEBEC CANALS.

STATEMENT giving dates of opening and closing of the Quebec Canals during the fiscal year 1915-16.

Canals.	Opening.	Closing.
Lachine Canal	April 22, 1915.	Dec. 13, 1915.
Soulanges Canal	April 20, 1915.	Dec. 13, 1915.
Chambly Canal	May 1, 1915.	Dec. 1, 1915.
St. Ours Canal	April 17, 1915.	Dec. 2, 1915.
C. & G. Canal	April 21, 1915.	Nov. 27, 1915.
Ste. Anne's Canal	April 19, 1915.	Dec. 3, 1915.

REPORT OF THE SUPERINTENDING ENGINEER, ONTARIO-ST. LAWRENCE CANALS.

CORNWALL, April 1, 1916.

SIR,—I have the honour to submit my annual report on the operation and maintenance of the Ontario-St. Lawrence canals for the fiscal year ending March 31, 1916.

The Ontario-St. Lawrence canals comprise the Cornwall canal, the Farran's Point, Rapide Plat, and Galops canals, known collectively as the Williamsburg canals, the north channel on the river St. Lawrence below Prescott, and the Murray canal extending from the head of the bay Quinte to Brighton bay, on the north shore of lake Ontario.

CORNWALL CANAL.

Length, 11½ miles; total rise, 48 feet; six locks, 270 feet by 45 feet, with 14 feet of water on sills, and one pair of guard gates directly above lock No. 20, at the foot of the summit level.

OPERATION.

The Cornwall canal was opened for the season's navigation on April 15 and closed on December 11, and was operated throughout the season without any serious accident or damage to locks or other structures, and without any delay to navigation.

Navigation was seriously hampered by the extreme low water which prevailed in the river throughout the entire season, and many of the larger vessels were loaded to slightly less than the usual 14 feet, as a measure of safety.

The average depth of water on the upper sill of the guard lock at the head of this canal during the season of navigation (May 1 to November 30) for the three lowest recorded years was as follows: 1895, 14·84 feet; 1911, 15·14 feet; 1915, 15·10 feet.

In 1895 the highest average during the season of navigation was for the month of May, the water showing a steady fall till November, the month of lowest average. In 1911 the highest average was in May and June, which showed exactly the same, and the lowest in October and November, also exactly the same, with a steady drop between June and October.

In 1915, however, the highest average was for the month of September, while the lowest average was recorded for the month of June, the months of October and November showing a higher average than the months of June and July, which ordinarily show the highest averages.

RENEWALS AND REPAIRS.

While the canal was unwatered, previous to the opening of navigation, the old gates, timber platform and mitre sills at the head of old lock No. 18 were removed and a concrete dam, surmounted by a reinforced concrete service bridge, was constructed across the lock in the upper recess.

Old locks Nos. 18, 19 and 20 are now permanently closed to navigation in this manner.

Concrete abutments, designed to carry a steel highway bridge over the headrace to the mills at the foot of the canal, were constructed directly north of old lock No. 17.

The coping stones on north wall of guard gates above lock No. 20, which were badly displaced, were lifted and reset and a new concrete hollow quoin coping with steel face was constructed in place.

About 500 lineal feet of stone protection on the north bank below lock No. 18 was rebuilt and faced with concrete, and the upper portion of bank trimmed and sodded.

Necessary pointing was done at locks Nos. 19 and 20.

All of the standing lock gates on the canal received one coat of paint, and the operating machinery and valves in both lock gates and supply weirs were thoroughly overhauled and repaired and machinery painted. The lock bottoms were also thoroughly cleaned of gravel and small stones.

On April 15 the upper gates in lock No. 15 were removed for repairs and replaced with a pair of spare gates. On the following day the south lower gate in lock No. 17 was taken out, upset, a broken step removed and replaced with a new one, and the gate restepped.

During the season the old wooden bridges over the weirs at old lock No. 17 (68 feet in length), at the guard gates above lock No. 20 (117 feet in length), and the large offtake weir at the foot of Sheik's Island (154 feet in length), as well as the timbers carrying the valve machinery, all of which were badly decayed, were removed and the whole rebuilt in reinforced concrete. The new structures, besides being permanent, present a very neat and workmanlike appearance.

The old wooden floor on the highway bridge over the offtake weir at the foot of Sheik's island (154 feet in length), with a roadway 9 feet in width, which was badly decayed, was removed and rebuilt in reinforced concrete, and at the same time the roadway was widened to 11 feet.

Three cast-iron mooring posts (small size) set in concrete bases, were placed at the lower end of the repairing basin, five (standard size) in the vicinity of old lock No. 17 at the head of the basin, five on the south bank directly east of lock No. 19, five on the south bank directly east of lock No. 20, three on the south bank west of the guard gates, and four on the south bank west of guard lock No. 21.

The coping of the southeast retaining wall below lock No. 20 (284 feet in length) was lifted, reset, and reinforced behind with concrete.

The coping stones in this wall were all pushed out of place, and a large number of them, as well as some of the stones in the course below, were broken. Some of the broken stones were redressed to a new face, others were replaced with new stones, and the whole of the coping was reset to a line 6 inches back from face of wall, the upper edge of the course below being chamfered off to meet the new line.

Extensive repairs were made to the stone protection to banks and 1,600 lineal feet on the south bank eastward from lock No. 20 was completely relaid.

The scows, derrick, stone crusher, and other floating plant received necessary repairs and were kept in good condition. Extensive repairs were also made to the hull and boiler of steamer *Alert*, both of which have had thirty years of service.

The old upper gates removed from lock No. 18 when concrete dam was constructed across this lock, and for which there was no further use, were placed in the repairing basin, taken apart, and the sound timber sawn into plank and placed in stock.

A single-span steel highway bridge, 58 feet in length, was erected over the headrace to mills directly north of old lock No. 17. The bridge was constructed and delivered in sections by the Hamilton Bridge Works Co., Ltd., under contract, and the work of assembling and erecting was performed by the repair staff.

This bridge provides a direct and convenient access to repair shops and yard from the public thoroughfares, and also furnishes direct communication with our service ground on the north side of the raceway.

Extensive repairs and changes were made to the stores building and a much needed addition, 26 feet by 38 feet, was erected. These improvements add materially to the floor space and permit of a much better arrangement and classification of supplies and stores.

The gates removed from lock No. 15 in April were placed in the repairing basin, thoroughly overhauled, repaired, and painted, and are held in reserve as spare gates.

During the winter a new scow, 18 feet by 70 feet, was built to replace a very old scow which was past repairing. This scow is now being caulked and will shortly be ready for launching.

The unfinished attic in the office was ceiled throughout and fitted with cupboards and drawers for the fyling of old reports, pay-lists, and records of all kinds.

A room for the proper arrangement and storage of patterns, of which we have a large number, was fitted up in one end of the large machine shop.

Owing to the extremely low water prevailing in the river, it was decided by the department to remove the 18-inch coping from the breast wall of the supply weir at the head of the canal in order that the usual supply of water might be admitted to the canal during the low-water stage.

This was accordingly done in the month of May, and proved a great help to the manufacturing interests taking water from the canal, as in spite of the low water it was possible, with this added flow, to maintain sufficient depth of water on the sills to provide for navigation and also allow the mills to operate at their full capacity throughout the entire season.

The overflow openings, formed by the removal of the coping of breast wall, were fitted with stop-logs, which are kept down when the water is at a stage to allow a sufficient supply to be admitted through the valves.

The grounds and flower beds at the various locks and parks along the line of canal were kept in first-class shape and presented a very attractive appearance throughout the whole season.

In order to better provide for this class of work, a small greenhouse, 20 feet by 50 feet, for the propagation of plants, together with a brick boiler-house and workshop, 18 feet by 22 feet, were constructed near the Cornwall shops, both on concrete foundations. In future all of the plants required throughout this district will be supplied from this source. The materials in these buildings, with the exception of the glass and frames, were supplied out of stock long on hand, as was also the boiler and a large part of the pipes for heating.

Ordinary repairs to lock gates, fences, banks, and stone protection were promptly attended to, as well as the cleaning of ditches, cutting of weeds, etc.

THE WILLIAMSBURG CANALS.

Farran's Point Canal.—Length, 1¼ miles; total rise, 4 feet; one lock 800 feet by 50 feet.

Rapide Plat Canal.—Length, 3¾ miles; total rise, 11½ feet; one lift and one guard lock, each 270 feet by 45 feet.

Galops Canal.—Length, 7⅓ miles; total rise from 15 feet in high-water periods to 18½ feet in low-water periods; one lift lock, 800 feet by 50 feet; one guard lock, 270 feet by 45 feet; also one lift lock 326 feet by 45 feet, near the head of the canal, for the passage of vessels around the Galops rapids.

The Williamsburg canals opened for the season's navigation on April 15, and closed on December 11. They were operated throughout the season without serious damage or delay to navigation.

Accidents.—On June 1 the steamer *Neepawah*, belonging to the Canada Steamship Lines, Ltd., while downbound and trying to make the upper entrance to the Rapide Plat canal without turning above the entrance, struck the north upper gate of lock No. 24, which was against the wall, breaking a suspension bar and seriously damaging the upper portion of the gate. The water in the river being low, I was able to raise

the water in the canal to meet it, and thus allowed the passage of vessels through the lock while temporary repairs were being made, by merely opening the lower gates. The delay to navigation was only about three hours.

The cost of making repairs was defrayed by the owners of the vessel.

RENEWALS AND REPAIRS.

Farran's Point Canal.—About 700 lineal feet of stone protection on the north side of canal near the upper entrance was rebuilt.

The circular end of the masonry retaining wall on the south side of the lower entrance to lock was rebuilt.

About 25 feet of the outer end of this wall, which rests on timber cribwork, had broken off and fallen into the river several years previously, due to the fact that scour had caused the outer crib to settle at the outer end. As there was no appearance of further settlement, the top of the cribwork was levelled up with concrete, and the masonry wall rebuilt, but about 8 feet shorter than the original wall.

The cut stones used in this work were those taken from the breast wall of weir at lock No. 21.

Rapide Plat Canal.—About 3,500 lineal feet of stone protection on the outside bank was completely relaid and the bank trimmed, 500 lineal feet was also relaid on the north side of canal.

Eight cast-iron mooring posts set in concrete bases were placed in the vicinity of the canal shops at Morrisburg.

The north upper gate of lock No. 24, damaged by steamer *Neepawah* on June 1, was removed, taken to the repair yard, thoroughly overhauled and repaired and restepped in position, a spare gate being placed in position in the meantime.

New top corbels, or heel blocks, were placed on the lower north gate at lock No. 23.

Galops Canal.—Some 4,500 lineal feet of stone protection on the south bank below Presqu'île was completely rebuilt and the top face of bank graded. About 900 lineal feet was also relaid on the north side of canal at the same point.

A 2-foot by 4-foot concrete box culvert, 12 feet long, was built in the ditch at the entrance to the canal service grounds west of lock No. 25 at Iroquois.

One cast-iron mooring post, set in concrete base, was placed opposite the upper gates at lock No. 25.

The lower gates at lock No. 27 were taken out and replaced with a spare pair, the gates removed being sent to the repair yard at Morrisburg, hauled out on ways and repaired.

An 18-inch corrugated galvanized iron culvert, 36 feet long, with concrete wing walls, was built across the highway, opposite the west end of the "deep cut" at Cardinal, replacing an old wooden box culvert.

The work of pointing the masonry walls around locks Nos. 27 and 28 was completed, and the work of pointing the piers and abutments at the Cardinal bridge was commenced.

A large watering-place, accommodating two farms, at the north channel, commenced the previous season, was deepened and completed during the low-water stage in river.

GENERAL.

All of the buildings, weirs, and standing gates along the canals received one coat of paint.

Ordinary repairs to lock gates, buildings, bridges, weirs and banks were promptly attended to, as well as the cleaning of ditches, cutting of grass, weeds, etc.

The grounds around all of the locks are being gradually levelled up, mulched, and seeded. The flower beds were neatly kept and a large number of small trees and shrubs were planted at various places along these canals.

Owing to the extreme low water prevailing in the river, it was necessary for downbound vessels, drawing more than 13½ feet, to make use of the Rapide Plat canal throughout the entire season.

The upper entrance to this canal is not safe for the approach of vessels of the larger class, as I have frequently reported.

Vessels of this class, entering the canal from above, are obliged to make a wide turn into the bay above the entrance and come to a full stop alongside of the shore, and head up stream. After putting out lines, they are again obliged to turn around before they can approach the lock.

The whole manœuvre, to be successfully accomplished, depends largely on the good judgment of the pilot in charge, and vessels are sometimes carried around the head of the south entrance pier, and have difficulty in getting back.

Even when the entrance is successfully negotiated, a great deal of time is lost.

The following vessels, attempting to make this entrance, were carried around the entrance pier during the season, but fortunately sustained no serious damage. Some were able to get back under their own steam, others had to anchor and wait the assistance of tugs:—

Steamers *Algonquin*, May 1; *Haddington*, June 10; *Chas. Beatty*, June 20; *F. P. Jones*, June 28; *Keywest*, June 29; *Westerian*, July 15; *Steelton*, November 27; *Turret Cape*, December 3.

Altogether, 617 lockages of large vessels, downbound, were made at this lock during the season.

Murray Canal.

Length of canal proper, 5⅛ miles; including dredged entrances, 10 miles; no locks; depth of water, 11 feet at low-water stage, lake Ontario.

The canal was opened for the season's navigation on April 15, and closed December 8, and was operated throughout the season without accident or serious delay to navigation.

The prevailing low water in lake Ontario was the cause of a good deal of inconvenience, and some delay, to vessels of the larger class using this canal. On April 25, the steamers *Stanstead* and *Byron Whitaker*, westbound, grounded in the canal a short distance east of the Brigton Road bridge, and were detained about twenty-four hours before being released.

Both vessels were light and drawing 12½ feet of water.

On July 10 last, while the Central Ontario Railway bridge was being closed after the passage of a vessel, and before the bridge was locked, a passenger train from Trenton going south ran past the semaphore and failed to stop till the engine had reached the south end of the bridge.

The damage to bridge consisted of the displacement of the levelling pieces under the turntable track and the breaking of the two cast-iron boxes supporting the rollers at south end of bridge. The necessary repairs were made by the railway company.

The semaphores were properly set, and no blame was attached to canal employees.

RENEWALS AND REPAIRS.

All of the buildings on the canal received one coat of paint.

The cistern at the bridgemaster's house at the Central Ontario Railway bridge, which was in a bad state of repair, was put in good condition and the kitchen slightly enlarged to cover it.

One of the concrete piers at the west end of canal, badly eaten away at water line, was repaired with concrete.

Masonry in all bridge piers and abutments was pointed where necessary, and broken and rotten timber walings were removed and new ones put on.

All necessary repairs were made to bridges, stone protection to slopes, banks and roads, and all catch-water ditches were kept clean and in good repair, grass and weeds were cut, and the banks generally were kept clean and neat.

About 2,800 lineal feet of the top of the north bank, which is used as a public highway, was gravelled.

During the winter, a boathouse belonging to the canal and situated at the west entrance, and for which there was no use as a boat-house, was removed to a location just east of the Central Ontario Railway bridge, slightly enlarged, and is now used as a storehouse for our stock of ties for the floor of this bridge.

Attached to this report are statements of fines and damages collected during the year, and a record of the highest and lowest water in river at each of the canals.

I have the honour to be, sir,

Your obedient servant,

C. D. SARGENT,
Superintending Engineer.

STATEMENT of fines and damages in connection with "Ontario-St. Lawrence Canals," for the year ending March 31, 1916.

CORNWALL CANAL.

Lock.	Date.	Name of Vessel.	Damage.	Fine.	Name of Owner.	Remarks.
	1915.					
15	Oct. 31	Steamer City of Hamilton	$12 26		Canada Steamship Lines	Paid Jan. 15, 1916.
15	Nov. 28	Barge Burma		$10 00	Montreal Transportation Co	Paid Dec. 22, 1915.

WILLIAMSBURG CANALS.

24	June 1	Steamer Neepawah	$406 73		Canada Steamship Lines	Paid July 16, 1915.

RECORD of highest and lowest levels of water on the "Ontario-St. Lawrence Canals," for the year ending March 31, 1916.

1915.	Cornwall Canal.				Farran's Point Canal.				Rapide Plat Canal.				Galops Canal.				Lift Lock.		Murray Canal.	
	Lock 15.		Lock 21.		Lower Lock 22.		Upper Lock 22.		Lock 23.		Lock 24.		Lock 25.		Lock 27.		Lock 28.			
	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.
	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
April	15·2	14·6	15·4	14·8	17·2	16·8	17·4	16·9	17·1	15·9	16·6	15·1	20·2	18·4	16·2	14·9	15·7	15·0	12·6	12·4
May	15·0	14·3	15·3	14·8	17·4	16·7	17·5	16·8	16·8	15·9	16·6	15·3	19·5	18·2	15·9	14·7	16·3	15·0	12·8	12·2
June	14·8	14·3	15·2	14·8	17·1	16·8	17·2	16·9	16·4	15·9	16·2	15·2	19·2	18·4	15·4	15·0	15·8	15·1	12·6	12·3
July	14·8	14·3	15·4	14·8	17·2	16·0	17·3	16·8	16·4	15·9	16·7	15·2	19·6	18·5	15·5	15·0	16·0	15·2	12·6	11·8
August	15·0	14·7	15·5	14·5	17·6	16·4	17·7	16·6	16·9	15·1	16·4	15·4	19·5	17·6	15·8	14·4	16·3	15·0	13·0	12·5
September	15·0	14·6	15·5	15·0	17·7	17·0	17·9	17·2	17·2	16·1	16·7	15·7	20·4	19·0	17·4	15·1	17·9	15·7	12·9	12·1
October	14·9	14·5	15·5	14·8	17·4	16·8	17·6	17·0	16·8	15·9	16·5	15·3	19·5	18·4	16·0	14·8	16·4	15·0	12·8	12·4
November	14·8	14·0	15·9	14·3	17·3	16·0	17·5	16·2	16·8	14·9	16·8	14·0	19·5	18·0	16·0	14·1	16·4	14·4	12·6	11·5
December	14·7	14·1	15·2	14·2	17·0	16·4	17·2	16·6	16·2	15·1	15·5	14·5	18·5	17·5	15·1	13·8	15·5	14·1	12·4	11·9
1916.																				
January	21·9	14·5	14·7	14·3	17·7	16·6	17·9	16·8	17·1	15·3	16·8	14·6	19·5	17·5	15·7	14·5	16·1	14·9	12·6	12·2
February	32·7	17·2	15·4	14·7	17·4	16·8	17·6	17·0	16·8	15·7	16·5	14·4	20·0	17·5	15·5	14·7	16·0	14·9	13·0	12·5
March	24·9	21·9	15·4	14·4	17·1	17·0	17·3	17·1	16·8	15·5	16·1	14·7	18·6	17·2	15·2	14·4	15·6	14·6	13·3	12·7

REPORT OF SUPERINTENDING ENGINEER, ST. PETER'S CANAL.

CORNWALL, April 1, 1916.

SIR,—I have the honour to submit my annual report on the St. Peter's canal for the fiscal year ending March 31, 1916.

By an Order in Council, dated March 28, 1915, authority was given for the closing of this canal "during the forthcoming season of navigation to permit the works of construction now under way being proceeded with."

At the usual time for the opening of navigation, vessels from different points commenced to arrive expecting to pass through the canal as in former years.

Between the 13th of April and the 8th of June, there were passed through the canal, 71 registered vessels and 80 unregistered, the latter consisting chiefly of fishing boats and other small craft measuring from 2 to 10 tons burthen.

Although the canal was officially closed on March 28, it was not actually closed by the contractor's operations till the 8th of June, and these vessels were only passed through after assurance had been given by the contractor that their passage would not interfere with his work.

IMPROVEMENTS.

The works of improvement, as designed, consist of the construction of a new lock and entrance at the Atlantic end of the canal.

The work, which is under contract with Mr. W. H. Weller, of St. Catharines, Ont., was commenced on May 4, 1912, and was carried on throughout the seasons of 1912, 1913, and 1914. Operations for the season of 1915 were resumed on April 6, and have since been continuously carried on.

The month of April was consumed by the contractor preparing site at the south end of canal for gravel and concrete mixing plant, moving this plant from the north end of canal, where it was situated the previous season, laying tracks, building shops, ditching, building cribs for cofferdams, overhauling and repairing plant, and preparing generally for the season's work.

Rock drilling operations were also carried on in the lock pit.

On April 27, a gravel supply outfit, consisting of a tug, two scows, and one "clam shell" dredge, arrived, and on the 29th commenced delivering gravel from beaches in St. Peter's bay, and continued this work till completed on August 16, about 18,000 cubic yards having been delivered.

Dredging operations, in the canal north of old lock, were carried on from May 12 to June 21, when this work was stopped, as it could not be prosecuted to advantage in the limited area in which the plant was obliged to work.

On June 8, a crib to be placed across the Atlantic entrance to the old lock, to form a backing for an earth cofferdam, and the work of filling the crib and forming the cofferdam was commenced. On July 2, the two cribs to form a cofferdam at the lake entrance were placed in position, and the earth-filling was commenced.

On July 21, both cofferdams being considered safe by the contractor, the work of pumping out the canal was commenced. On July 25, during high tide in St. Peter's bay, the cofferdam at the Atlantic entrance failed, flooding the canal, which was then about half unwatered, and upsetting and badly damaging the outer lower pair of lock gates.

This cofferdam was then rebuilt as an earth dam, with heavy stone protection on the outer face, and has answered the purpose satisfactorily.

On August 9, the work of pumping out the canal the second time was commenced, and by August 20, the contractor was able to start excavation for the foundation of concrete entrance walls, as well as commence the work of removing the old lock bottom, mitre sill platforms, etc., in the old lock.

The work of building the concrete entrance and lock walls was commenced on September 13, at the head of the east wall of old lock, and this work was carried on without intermission till February 7, when all the walls being completed, with the exception of portions of the hollow quoin abutments and a portion of the west wall of the lock at the upper end, about 80 feet in length, the work was closed down on account of severity of the weather.

The rock excavation, necessary to the construction of these walls, was carried on in advance of the building, and the amount of concrete placed from month to month was governed by the progress made with the rock excavation.

The quantity of concrete placed, during the above period, was about 10,200 cubic yards and 11,840 barrels of cement were used.

The four upper lock gates were removed from the old lock, placed on ways in the bottom of canal, and considerable work has been done on them, removing and replacing damaged parts, placing new binders, cutting and trimming quoins, etc.

All of the cast-iron mooring posts have been delivered, and a few have been set in the concrete walls.

The steel I-beams for the M.S. anchorages, oak timber for mitre sills and reinforcing steel for concrete cribs have been delivered.

Considerable delay was occasioned by the breaking of the cofferdam at the Atlantic entrance in July last, but on the whole fair progress has been made with the work, though the winter work was carried on under great disadvantage, owing to the severity of the weather and the frequency of snowstorms.

Both of the dams are in good condition and no difficulty has been experienced in keeping the canal pumped out.

The principal items of work yet remaining to be done are: The completion of concrete lock walls, the placing of concrete lock floor, mitre sills, anchorages, and cut-off trenches, the removal and rebuilding of a portion of the east wall of old lock, the construction and placing of a line of concrete cribs, about 300 feet in length, on the west side of the Atlantic entrance, the removal of the balance of the west wall and floor of old lock, the repairing and restepping of lock gates, the dredging out of cofferdams and the trimming and sodding of the high upper slope above lock coping level.

The contractor maintains that he will have the canal ready for navigation sometime in August of this year, and the whole of the work completed before the end of 1916.

Under favourable conditions as to weather and labour, he may.

I have the honour to be, sir,

Your obedient servant,

C. D. SARGENT,
Superintending Engineer,
Ontario-St. Lawrence Canals.

REPORT OF SUPERINTENDING ENGINEER, RIDEAU CANAL.

Ottawa, April 1, 1916.

Sir,—I have the honour to submit herewith my report on the Rideau canal, for the fiscal year ending March 31, 1916.

Navigation opened at Ottawa on May 1, 1915.

Navigation opened at Kingston Mills on May 1, 1915.

Navigation closed at Ottawa on November 29, 1915.

Navigation closed at Kingston Mills, November 29, 1915.

As I stated in my last report, the prospects at the time of writing (April 1) of filling Rideau lake up to its usual spring height (8 feet 6 inches on the upper sill of Poonamalie lock) were exceedingly poor, and I regret to have to report that my fears proved correct, and that for the first time in the history of this canal, Rideau lake failed to fill in the spring.

The water only reached a depth of 5 feet 11 inches on the upper sill of the above-mentioned lock, as there was practically no freshet at all last spring, so that we were confronted with the prospect of a season of navigation with our only reservoir of water between Smith's Falls and Ottawa, over 30 inches below its usual height at the beginning of the season.

This was not a mere local condition, as all the rivers and lakes, in this part of the country anyway, were far below normal height as a result of similar causes.

However, as things turned out, the rainfall last summer was fairly constant, and the lake only fell to 5 feet 7 inches on the lock sill by the last day of June.

By the end of July it had fallen to 5 feet 2 inches, after which it began to rise again, and at the end of August it had recovered to 5 feet 7 inches. By the end of September it had fallen again to 5 feet 4 inches, and to 5 feet 0 inches by the 31st October.

The water then continued to slowly fall until by the end of November, when navigation closed, there was only a depth of 4 feet 7 inches on the upper sill of Poonamalie lock.

In spite, therefore, of the unfavourable conditions under which navigation commenced, we maintained over 5 feet on the sill of the lock right up till the end of October, when the navigation season was, for all practical purposes, over.

I have given this matter of water supply to Rideau lake (and I may state that no trouble exists on the levels westward from this point) much study and consideration, and I have come to the conclusion that the simplest and cheapest way to remedy the trouble, is to deepen the channel from Poonamalie lock out to deep water.

This could be done from year to year (without any very special appropriation being provided), by blasting the shoals that obstruct the flow from the lake, and removing the rock by our own dredges during the season of navigation.

When the upper lock gates at Poonamalie are worn out, the sill can be lowered 30 inches and a correspondingly higher pair of gates put in; and the cut itself can be deepened during the winter, year by year, out of our ordinary "repairs" appropriation.

If the outlet is thus deepened, say 2 feet 6 inches to 3 feet, I think no more trouble will ever be experienced in this respect, as then there will be ample depth for navigation, and plenty of surplus water for manufacturing purposes, even in seasons of lowest water.

The whole of the above could be done in two seasons, three at the outside.

The total number of lockages throughout the whole canal during the season of 1915 was 40,378, showing a slight decrease from 1914.

This decrease appears from the lockage returns to be fairly equally distributed throughout the various lock stations from one end of the canal to the other.

The principal works and repairs carried out along the line of the canal during the past fiscal year, were as follows:—

Ottawa Lock Station (8 locks and 1 basin).—The chamber walls of lock No. 5 were taken down and rebuilt in concrete, the coping being laid in cut stone. Four courses of the gate piers were taken down and rebuilt in cut stone. Four of the gate and sluice crabs were taken up and re-set in concrete beds, the old timber frames on which they were originally placed having rotted out. About 250 feet of the timber wharf on the south side of the basin was taken down and rebuilt; and 80 feet of the wharf near Laurier Avenue bridge which had been burned through spontaneous combustion of a pile of coal lying thereon, was also rebuilt, the cost of the same being refunded to the department by the Imperial Realty Company, who owned the coal. The lock masonry in general was pointed and grouted where required. The usual repairs were made to the roadways round the basin wharves, and sundry small repairs to the station in general.

During the month of April last, an additional 100 feet of concrete wall was built at the south end of the long wall completed the previous month on the west side of the deep cut; and in this addition to the said wall, a boat landing with steps leading to the driveway, was built.

Also the prism of the canal between Bank Street bridge and Bronson Avenue bridge was excavated by scrapers and teams, and the material deposited on the slope of Dows Lake dam, thus making a fine wide channel of what had been a narrow shallow cut, and at the same time widening and strengthening the dam in question, the roadway on top of which was widened about 10 feet.

Ottawa East Bridge.—Sundry small repairs were made to the approaches of this bridge.

Bronson Avenue Bridge.—A new floor was laid on the swing span of this bridge.

Hartwells Lock Station (two locks and one bridge).—The bridge across the by-wash was taken down, and a new span erected in its place, the old timber cribs being also removed and replaced with concrete walls, which act as bridge seats as well as retaining walls for the banks. An iron handrail was placed at each end of the bridge on the concrete walls. The superstructure of the waste weir was taken down and renewed. The dry walling on the side of the cut was continued for a distance of about 450 feet. A new lay-by pier, 185 feet long, was built immediately below the lower lock. The roadway along the canal bank was raised, graded, and macadamized from the waste weir up to the next lock station above, a distance of about a mile and a quarter. This finishes what is known as the towpath road, and it is in excellent shape throughout its entire length, from Bank street bridge to Hogsback, a distance of over 3 miles. Sundry other small repairs were made to the station in general.

Hogsback Lock Station (two locks and one swing bridge).—The chamber wall on the east side of the lower lock was taken down, and rebuilt in concrete with cut-stone coping. Both centre gate piers, recesses, and recess piers were taken down and rebuilt in cut-stone. Repairs were made to the dry walling along the side of the cut below the locks, and also at each end of the swing bridge. The centre mitre sill was taken

down and relaid in concrete with steel facing. The centre lock gates were taken down and renewed. A new lay-by pier 160 feet long was built above the upper lock, and an addition, 50 feet long, was added to the pier below the locks.

Portion of the old stone dry wall at the waste weir, which had fallen down, was rebuilt in concrete. Some new pine flooring was laid on the bulkheads, and sundry small repairs were made to the station in general. The cut below the locks was partially dredged last season by our dredge *Tay*, the material excavated being taken in dump scows and deposited against the retaining dam.

Black Rapids Lock Station (one lock).—The western masonry wall of the waste weir gave way last season, and this winter it was taken down, and rebuilt in concrete. Small repairs were made by our diver to the lock sluices, and sundry small repairs were made to the station generally.

Long Island Lock Station (three locks and one swing bridge).—One pair of lock gates was renewed. The long bulkhead across the back channel at Manotick was taken down and rebuilt. The old boom across the head of the island was taken up and replaced by a new three-stick boom, 250 feet long.

Some additional piles were driven at the head of the by-wash at the locks, and this finishes this work, which has been done from time to time. The usual small repairs were made to the station in general.

Manotick Bridge.—Repairs were made to the timber piers of this bridge.

Wellington Bridge.—No repairs were made to this bridge.

Becketts Landing Bridge.—The fixed spans of this bridge were repaired, the repairs consisting of new joists, planking, and guard rails.

Burritt's Rapids Lock Station (1 lock and 1 bridge).—Some clay and gravel were placed against the retaining dam to staunch the leakage, by our dredge *Tay*, and sundry small repairs were made to the station in general.

Nicholson's Lock Station (2 locks and 1 swing bridge).—One pair of lock gates was renewed. The north approach to the swing bridge across the upper lock was taken down and rebuilt; and the swing span itself was jacked up, and a concrete pier put under it. Two stoplog lifters were framed and erected. The lockmaster's house was extensively repaired and remodelled. Our dredge *Tay* deposited a considerable quantity of clay on the retaining dam, thus checking much of the leakage. Sundry other small repairs were made to the station in general.

Clowes Lock Station (1 lock).—A new lay-by pier, 140 feet long, was built above the upper lock on the north side of the river; and the old protection crib below the waste weir was partially rebuilt. Some new chain blocks were framed, and sundry other small repairs were made to the station in general.

Merrickville Lock Station (3 locks, 2 basins, 2 bridges).—The new concrete retaining dam has been completed, the department having last summer authorized the construction of the wall along the north bank of the river, without which the water could not have been raised to navigation level, except at a cost of flooding out part of the north end of the village. The work has been well executed by Mr. John O'Toole, the contractor, and on January 1, 1916, orders were received from the Honorary the Acting Minister, to raise the pond to navigation level and supply the Rideau Power Company with water, they have complied with the requirements of the department as called for in their lease, and having paid the first year's rental for the water. This company has built a concrete and brick power-house below the new dam, and also installed two 8-foot steel draught tubes through the same; but as yet they have only one electrical

unit of 650 horse-power installed. This unit, however, is running very satisfactorily, and power and light have been furnished since January 1. The company, I understand, intend to instal the other unit shortly; and indeed it is to their own interest so to do, and with as little delay as possible, because they are required to pay the department for the full capacity of the head of water capable of being supplied, whether they use it or not. The whole dam is a fine substantial structure, and of permanent construction, so that outside of renewals of stoplogs at long intervals, there is not likely to be any further cost to the department in this connection. This dam effectually settles the question of loss of water at this station by leakage, and is a first-class asset to the department in every way, particularly when it is remembered that in thirty years it will have paid for itself in rentals received for power created by it.

Kilmarnock Lock Station (1 lock and 1 bridge).—The upper portion of the road bridge across the by-wash was rebuilt, as well as the small culvert bridge between it and the lock. Sundry small repairs were made to the station in general.

Edmond's Lock Station (1 lock).—Portion of the bottom of the chamber of the lock was concreted. A well was drilled to supply water to the lockmaster, and a new porch was built in front of the lock house.

Old Sly's Lock Station (2 locks and 1 bridge).—One new pair of lock gates was framed and placed in the upper lock. Two new sluice frames were placed in the upper lock. The waste weir bulkhead was rebuilt, and a new set of stoplogs framed for the same. The roadway across the dam was raised and graded. Small repairs were made to the swing bridge, and to the station generally.

Smith's Falls Combined Lock Station (3 locks, 1 basin, 2 bridges).—The basin dam was rebuilt and the foundation concreted. Two new steel channels were placed over the pivot of the swing bridge, to take the place of the old ones which had shown signs of failure. The front of McKenzie's wharf was excavated, and a concrete core built inside for a length of 80 feet, to act as a cut-off to the leakage that poured through the seams of the rock. The result was most satisfactory, as the basin kept up fairly well after being filled, whereas formerly it was all we could do to fill it and keep it full for the passage of boats. Sundry small repairs were made to the station in general.

Smith's Falls Detached Lock Station (1 lock and 2 bridges).—Repairs were made to the lower sill of the lock. An iron-pipe railing was erected on top of the concrete wall below the lock. The joists and plank flooring of the fixed bridge across the waste channel were taken up and renewed. Some dredging was done above the lock, to complete the channel from the south side of the river. Sundry other small repairs were made in general.

Poonamalie Lock Station (1 lock).—The upper wing wall of the lock on the north side was taken down and rebuilt in cut stone, and portions of the south chamber wall of the lock were repaired. Some dry walling was built in the cut above the lock. Both the concrete aprons below the stoplog openings in the waste weir were concreted; and sundry small repairs were made to the station generally.

Beveridges Lock Station (2 locks and 1 bridge).—Small repairs were made to the sluices of the locks by our diver. Four new chain blocks were fitted and set in place. The cut between the piers below the lower lock was cleaned out by the dredge *Tay*, and a rock shoal also was blasted and removed. Sundry small repairs were made to the station generally.

Perth Branch (1 basin and 4 bridges).—The work of removing the rock shoals in the Tay river between the town and Beveridges was completed last year, the rock being drilled and blasted and then immediately removed by our dredge *Rideau*. The work of rebuilding the basin wharves has been completed, about 150 feet having been taken down to water-line and rebuilt last year. The turntable of the swing span on Drummond street, having shown signs of failure, is being repaired by Messrs. James & Reid, of Perth. The work is not yet finished, but will be completed by May 1. The usual small repairs were made to the other three bridges, and also to the roadways, lawns, etc.

Bobs Lake Dam.—Our reservoir dam at the outlet of Bobs lake was rebuilt last summer in concrete, the old dam having been of timber. The new sill was lowered 12 inches so that we can now draw off a foot more water from the lake, which feeds the Tay branch of this canal, and also acts in a measure as a feeder to Lower Rideau lake.

Olivers Ferry Bridge.—No repairs were made here this year.

The Narrows Lock Station (1 lock and 1 bridge).—Two new stringers were placed between the piers below the lock; and sundry small repairs were made to the station in general.

Newboro Lock Station (1 lock and 1 bridge).—A new lay-by pier, 140 feet long, was built on the west side of the cut above the lock. The storehouse was shingled and small repairs made to the station generally.

Chaffeys Lock Station (1 lock and 1 bridge).—Both approaches to the swing bridge were rebuilt, and also the superstructure of the waste weir. The kitchen of the lock-labourer's house was reshingled. One of the beacon piers in the lower level (lake Opinicon) was rebuilt, having been lifted and wrecked by the ice last winter. The work was done by contract with Mr. Thos. Simmons. Sundry small repairs were made to the station in general.

Davis's Lock Station (1 lock).—Small repairs were made to the lock house, and to the lock masonry. A new lay-by pier, 140 feet long, was built on the west side below the lock, and small repairs made to the station generally.

Jones's Falls Lock Station (4 locks, 1 basin and 2 bridges).—One pair of lock gates was renewed. Small repairs were made to the lock house. The little bridge below the waste weir was taken down and rebuilt on concrete seats. The bottom of the lower lock was cleaned out by our diver. Sundry small repairs were made to the station in general.

Brass's Point Bridge.—Extensive repairs were made here last winter. The steel spans were jacked up and the piers under them taken down and rebuilt from low water line. Both approaches were also rebuilt, and the entire floor was renewed with new joist, plank, and guard-rail.

Brewers Upper Mills Lock Station (2 locks, 1 basin and 1 bridge).—The walls of the upper lock were grouted and pointed, and the bottom of the lock was thoroughly cleaned out and concreted. A new roof was laid on the kitchen of the lock house, and sundry small repairs were made to the station in general.

Brewers Lower Mills Lock Station (1 lock and 1 bridge).—The swing bridge was replanked, and the approaches at each end were rebuilt. Small repairs were made to the lock house and to the station generally.

Kingston Mills Lock Station (4 locks, 1 basin and 2 bridges).—One pair of lock gates was renewed, and some new sluice frames supplied. The long bridge over the waste channel and the By Wash bridge were each replanked. Four hundred cubic

yards of stone were placed on the embankment, being supplied under contract with Mr. John Hogan. Six new stoplogs were supplied for the waste weir, and sundry small repairs were made to the station in general.

General.—The usual spring repairs, consisting of the pointing and grouting of the lock and bridge masonry, painting of lock gates, bridge, fences, etc., were made by our own lock men as usual, after they had come on duty for the season last April.

The heavy dimension stone for lock repairs was quarried by our own men last summer in Westport quarry, at which place it was also cut ready for building in the winter. It was freighted from Westport wharf to its various points of destination, by our own tugs and scows, and also a small quantity was freighted by steamboats chartered for the purpose.

The materials required for the year, such as cement, timber, stone, paint, oil, hardware, etc., were procured for us by the purchasing agent of the department, after which we delivered them where they were required, by our own tugs and scows.

Dredging Plant.—The dredge *Rideau* was employed the whole season in excavating the clay and rock shoals on the Tay branch of this canal, between Rideau lake and the town of Perth; and the work is now finished. She wintered in one of the locks at Smith's Falls, and was to have been rebuilt this winter, but in view of the expense of this work it was decided merely to repair her so as to enable her to work for another season or two. This repairing is now in progress.

The tug *Loretta* was employed as usual in towing and on inspection work. She is wintering in the Ottawa basin, and requires considerable repairs to her engines and boiler, which repairs are in progress.

The dredge *Tay* was employed last season in staunching the leakage in the dams at various lock stations from Kingston Mills to Ottawa, and has done very good work in this connection. She was also employed in deepening the cut between Hartwells and Hogsback lock stations.

The tug *Agnes* was employed during the season towing scows with the dredge *Tay,* and also in delivering stores.

The scows belonging to our dredging plant are now being repaired in the basin at Ottawa, and will all be in good shape when navigation opens next May.

The following is a statement of the highest and lowest water on the lower mitre sills of locks Nos. 1 and 47 at Ottawa and Kingston Mills lock stations, respectively:—

Ottawa, Lock No. 1.				Kingston Mills, Lock No. 47.			
Highest.		Lowest.		Highest.		Lowest.	
	ft. in.		ft. in.		ft. in.		ft. in.
April 30	13 0	April 2	7 0	April 28–30	7 10	April 1–2	7 7
May 16–17	14 2	May 30–31	13 1	May 1	7 10	May 20–29	7 4
June 1–2	13 0	June 12	11 3	June 1–8	7 5	June 15	7 3
July 1	11 10	July 31	8 2	July 29–31	7 5	July 1–28	7 4
Aug. 23–24	9 3	Aug. 1–2	8 1	Aug. 28–31	7 10	Aug. 1–3	7 5
Sept. 1	8 11	Sept. 23	7 5	Sept. 1–8	7 10	Sept. 23–30	7 7
Oct. 4–8	9 0	Oct. 31	8 2	Oct. 1–9	7 7	Oct. 10–14	7 6
Nov. 25	8 4	Nov. 18	7 10	Nov. 1–4	7 6	Nov. 27–30	7 3
Dec. 16–18	9 5	Dec. 1	8 2	Dec. 1–4	7 2	Dec. 13–26	6 11
Jan. 29–31	9 10	Jan. 1–2	8 9	Jan. 28–31	7 3	Jan. 1–3	6 11
Feb. 5	10 9	Feb. 21–24	9 6	Feb. 24–29	7 6	Feb. 1–6	7 3
Mar. 31	12 0	Mar. 4–5	9 5	Mar. 28–31	7 7	Mar. 17–26	7 5

I have the honour to be, sir,

Your obedient servant,

A. T. PHILLIPS, M. Can. Soc. C.E.,

Superintending Engineer.

REPORT OF THE SUPERINTENDING ENGINEER, TRENT CANAL.

PETERBOROUGH, May 16, 1916.

W. A. BOWDEN, Esq.,
Chief Engineer, Department Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit my annual report for the fiscal year ended the 31st March, 1916, covering the work of construction chargeable to "Capital" Trent Canal.

ONTARIO-RICE LAKE DIVISION.

This division extends from Trenton, on lake Ontario, to Rice lake, a distance of 56½ miles, a detailed description of which has been given in former reports.

For construction purposes the division has been divided into seven sections or contracts, the estimated value of which, as revised to date, is about $5,100,000, on which there has been expended for work done and materials delivered up to the 31st March, 1916, the sum of $4,817,237.48 or about 95 per cent of the estimated value of the seven contracts at their respective contract rates.

There are on the division, eighteen locks, fourteen dams, and nineteen bridges. The locks are all finished and ready for the lock gates. The latter have been stepped in the first seven locks above Trenton. The dams are fully completed with the exception of five sluices in the bottom of dam 10, Campbellford, which will not likely be completed until the high level G.T.R. bridge immediately above the dam is built.

There are nineteen bridges on the division, one of which is across dam No. 10. They are all built and in commission with the exception of two. The substructure of the Gilmour siding bridge below lock 1 is only partly built, and the high level bridge for the Grand Trunk at Campbellford has not yet been begun.

Section No. 1.—The contractors for this section, Messrs. Larkin & Sangster, fully completed the works embraced in their contract in December, 1913, and a final estimate for the contract amounting to $1,106,883.45 was sent in to the department in February, 1915.

Section No. 2.—This section extends from Glen Miller to Frankford, and the contractors, Messrs Dennon & Rogers, have completed the work with the exception of about 7,500 yards of material above grade of submarine excavation which should be finished early this summer provided the contractors arrange for a dredge at an early date to come to Frankford to do the work. The material yet to be excavated lies in the upper end of the submarine channel above dam No. 6, and in the lower entrances of locks 4 and 5.

Section No. 3.—This section extends from Frankford to a point 3 miles west of Glen Ross. The work was let to the Canadian General Development Co., Ltd., who on the 9th February, 1914, assigned the work to Fred. A. Robertson & Co. The latter, in the spring of 1914, built a small dredging fleet at Glen Ross for the purpose of completing the excavation on the section.

During the season of 1915 there was excavated about 45,600 cubic yards of material (all classes). There are approximately 64,000 yards of material (all classes) yet to be excavated. Unless the contractors employ two dredges during 1916 the work will not be completed this fall.

Section No. 4.—This section extends from Adam's Landing, a point 3 miles west of Glen Ross, to Campbellford. The contractors for the work, Messrs. Haney, Quinlan and Robertson, have practically completed the work on the section with the exception of the dredging in Bradley bay.

All the locks, dams, and bridges between Bradley bay and Campbellford are finished with the exception of the bottoms of five sluices in dam 10, which will not likely be completed until the Grand Trunk high level bridge at Campbellford is built.

No work has yet been done towards the construction of a high-level bridge for carrying the Grand Trunk railway across the river. The contract calls for the placing of a bascule span in the present bridge, but as this was objected to by the railway company it has finally been decided to raise the bridge and roadbed on each side of it so as to give for the present a clear head room of 29 feet for navigation under the bridge.

Bradley Bay Dredging.—For the purpose of executing the dredging from the lower end of the section to lock 8 on Bradley bay, a slack water expansion of the river, the contractors arranged with their agents, Messrs. Russell, Jennings & Ross, to bring up the river early in July, 1915, three dredges, scows, tugs, etc.

The first dredge entered the river at Trenton on July 3, 1915, and reached the upper end of section 2, Frankford, on the 7th, where she was held up two days digging out a channel for herself through a bar that crosses the river at the end of the section. She reached Glen Ross lock on the evening of the 9th, and on the 10th and 12th was employed stepping the gates of the Glen Ross lock. She was locked through the lock on the 15th and began work in the channel near the upper end of Wilson's island on the 19th July. A few days later the other two dredges began work in the same neighbourhood. Between July and the end of November when the dredges were laid up for the season, they excavated approximately 94,000 yards. There are about 125,000 yards yet to be excavated in the channel through the bay. If the three dredges do as much work per month as last season the dredging will be completed this fall. Dredging operations were resumed this year on the 18th April.

Section 5.—This section extends from Campbellford to Crow bay. The contractors, Messrs. Brown & Aylmer, fully completed the works embraced in their contract for the section on the 3rd September, 1915, and then laid up their dredging fleet at Campbellford pending the opening of the canal to lake Ontario, when they purpose taking it down the river.

The work done during the summer of 1915 was the completion of the dredging in the channel below lock 13, which they were unable to do until we raised the reach between locks 12 and 13 to normal navigation level on the 24th March, 1915, by the closing of dam No. 10. Since then we have constantly maintained the reach at about normal navigation level.

Owing to our not being able to raise this reach until the spring of 1915, dredging at this point could not be done by the contractors; otherwise this contract would probably have been finished in the fall of 1913 or earlier.

Section No. 6.—This section extends from Crow bay to Healey Falls bridge. The contractors for this work, Messrs. Haney, Quinlan & Robertson, have practically completed the work with the exception of about 28,000 cubic yards of dredging, most of which is in the lower entrance of lock 15. They cannot do this work until dredges can be brought up the river.

In the event of the lock gates being stepped in locks 8 to 12 this summer, it is probable an effort will be made to have one of the spans temporarily removed from the Grand Trunk bridge at Campbellford for the passage through it of the pontoon gate lifter and a dredge. The gates would then be stepped in locks 13 to 17, which would

enable the contractors to take a dredge up to Heeley Falls and complete their excavation there this autumn.

The Eastern Power Company's hydro-electric plant at Heeley Falls was shut down for about two-thirds of the year 1915, and when running at odd times, only carried a small load.

Section No. 7.—This section extends from Heeley Falls to Rice lake. The contractors, Messrs. Randolph Macdonald Co., Ltd., fully completed the works embraced in their contract on the 28th July, 1915. They immediately sent the balance of their dredging fleet and plant through the canal to Washago where it is now employed on their contract for section 3, Severn division.

A final estimate for the work, amounting to $460,029.18, was sent in to the department on the 12th February, 1916.

During the summer of 1915 the engineering staff very carefully swept the river between the foot of Rice lake and Heeley Falls and placed a large number of spar buoys along the channel. This section of the river was transferred to the maintainance department of the canal on the 1st October, 1915.

BRIDGES.

Trenton Highway Bridge.—The swing span in the highway bridge situated at the mouth of the Trent river on Ferry street, formerly Dundas street, Trenton, Ont., was taken over in June, 1911, from the municipal corporation of the town of Trenton, in accordance with order in council dated 12th October, 1910; Trenton by-law No. 1019, 22nd May, 1911; and deed No. 19159, 5th June, 1911. A bridge tender for the swing span was appointed by the department in September, 1911.

The Trent river at this point is about 575 feet wide and from 14 to 18 feet deep. The bridge consisted of four 100-foot (covered) wooden spans, one wooden span of about 35 feet, and one swing span of about 130 feet. The five wooden spans rested on piers of cribwork, and the swing span on a pivot pier of stone masonry. The timber bridge was constructed in 1835 to supersede a ferry, and the swing span in 1887. The bridge originally belonged to the county of Northumberland, but was afterwards held by the county of Hastings. It is owned and maintained by the town of Trenton, with the exception of the swing span which was tranferred to the Government in June, 1911, and is now maintained by the Trent canal. The swing span was a small truss, and provided two 51 foot clear openings for navigation. The west abutment and pivot pier were built of stone. The east pier of the span was a crib block which was partly torn down and rebuilt by the department in February, 1913.

When the swing span was taken over by the Government the entire bridge was in bad condition and it was then foreseen that a new bridge would have to be built in the near future. When repairs were made to the cribwork pier of the swing span in February, 1913, a tentative plan for a proposed new bridge was made. As the bridge forms a link in the main highway between Toronto and Montreal the design was based on meeting the probable future requirements of the highway and town. It consisted of a concrete substructure, three 125-foot fixed spans, and one 200-foot swing span, with a clear roadway of 24 feet, and two 5-foot sidewalks, with concrete floors throughout.

Owing to the seriously dilapidated condition of the whole bridge it was finally agreed in 1915, between the department and town of Trenton, to build a new bridge on the above general lines.

On the 12th August, 1915, a contract was entered into between the town of Trenton and the Ontario Bridge Company for the construction of a new bridge on the alignment of the old one; the new bridge to consist of a concrete substructure, three 119-foot fixed spans, and one 200-foot swing span, with 24 foot clear roadway, and two 5-foot sidewalks, for the bulk sum of $127,183, the work to be completed on the 1st June, 1916.

The Government agreed to pay $87,183 as their share of the new bridge, leaving the sum of $40,000 to be paid by the town. A by-law to this effect was submitted to the people on the 14th September, 1915, and was carried by a majority of 250.

The bridge company sublet the construction of the substructure to the Harvey Construction Co., of Deseronto, Ont., who began work early in October, 1915.

At the end of April, 1916, the substructure was entirely completed with the exception of the guide pier for the swing span, which will probably be completed early next month.

The erection of the superstructure was begun on January 14, and is now fully completed except the painting. The bridge was opened for vehicular traffic on the 29th March by the laying of a temporary roadway on the downstream half of the fixed spans. Foot passengers began crossing the bridge about a week earlier.

The old bridge went out of commission on the 12th January, 1916. Between the latter date and the 29th March, traffic was over the ice except during the mild weather of the first week of February when temporary provision was made for it over the bridge.

At the end of April, $50,000 was paid by the Government to the town of Trenton on account of the government portion of the cost of rebuilding the bridge.

The swing span will be electrically operated and lighted.

A contract was entered into with the Canadian Northern Electric Company on the 19th February, 1916, for the equipment, which will probably be fully delivered and erected by the 1st July.

Port Severn and Muskoka Road Swing Bridges.—A contract for the manufacture and erection of these bridges on the Severn division was entered into with the Hamilton Bridge Works Co., Ltd., on the 1st June, 1915.

The bridge over the lower end of the Port Severn lock was completed and placed in commission on the 16th October, 1915.

The bridge at the Muskoka road over the canal at Washago was placed in commission on the 11th December, 1915. The superstructure has yet to be painted.

Canadian Northern Railway Bridge, Washago.—A contract for the manufacture and erection of the C.N.R. bridge over the canal at Washago, Ont., Severn division, was entered into with the Hamilton Bridge Works Co., Ltd., on the 1st June, 1915.

The fabrication of the bridge is not yet finished. It will be late this summer before it is erected and fully completed.

VALVES FOR LOCKS.

On the 1st June, 1915, a contract was entered into with the Dominion Bridge Company for the manufacture and erection of the wagon and cylindrical valves required for the locks of the Severn division and the new lock to be built at Bobcaygeon.

Part of the material has been fabricated and a small part of it delivered for the valves of the Swift Rapids lock. Should the concrete work of the Swift Rapids and Couchiching locks be built this year the valves for these locks will be installed.

As the contracts for the construction of section 1, Severn division, and the Bobcaygeon section have not yet been let, the work on this contract is not being proceeded with energetically as it is impossible to say when all the valves will be required.

LOCK GATE OPERATING MACHINES.

On the 21st May, 1915, a contract was entered into with the Wm. Hamilton Company for the manufacture and erection of the lock gate operating machines, anchorage fittings and pivots required for the lock gates of the locks on the Severn division and Bobcaygeon section.

The company have practically completed the fabrication of the material and stored it until required on a leased portion of their yards in Peterborough. A small portion of the material required for the Swift Rapids lock has been delivered at the site of the lock.

LOCK GATES.

On the 8th August, 1913, a contract was entered into with Messrs. Roger Miller & Sons, Ltd., for the manufacture and erection of the lock gates for the Ontario-Rice Lake division.

The contract calls for the construction and erection in the locks of thirty-two pairs of gates, and the construction and storing of eight pairs of spare gates. The total value of work done and materials delivered up to the 31st March, 1916, amounted to $230,277.93.

All the gates have been manufactured and launched, and those for the first seven locks above Trenton have been stepped, painted, and finished, and those for the locks between Bradley bay and Heeley Falls are now lying in the lower entrance of lock 7 at Glen Ross ready to be towed up the river and stepped in their respective locks as soon as the dredging of the shoals in the river between Frankford and Glen Ross will permit taking the pontoon gate lifter up the river. It is the intention to step the gates in locks 8 to 17 as soon as conditions permit doing so.

The lower gates of lock 1 were stepped in position on the 14th August, 1914, and those of lock No. 7 on the 12th July, 1915.

The spare gates have all been completed and sunk in a berth prepared in 1914 for them above dam No. 2 at Trenton.

SLUICE PIPES AND VALVES FOR SWIFT RAPIDS DAM, SEVERN DIVISION.

On the 27th October, 1915, a contract was entered into with the Wm. Hamilton Company, Ltd., for the delivery and erection of three sluice pipes with their valves, operating machinery, and electrical equipment for the Swift Rapids dam, section 2, Severn division.

Each of the tubes is 6 feet in diameter at the valve and 54 feet long. They are to be built into the bottom of the dam for the regulation of the river, and will operate under a head of 47 feet.

Part of the material has been fabricated and stored on leased ground in the yards of the company at Peterborough. It is not probable that the contract will be completed this year.

BOBCAYGEON.

In the fall of 1913 a survey was completed at Bobcaygeon for the purpose of preparing plans and specifications for the construction of a new lock at this point to the same dimension as those of the Ontario-Rice Lake division. Tenders for the work were received by the department on the 17th August, 1914, but owing to the outbreak of war in Europe the execution of the work is indefinitely delayed.

Severn Division.

A description of the division was given in my report for the fiscal year ended the 31st March, 1914. For construction purposes it has been divided into four sections or contracts, the estimated value of which is about $2,600,000, on which there has been expended for work done and materials delivered up to the 31st March, 1916, the sum of $872,105.77 or about 33 per cent of the estimated value of the four contracts at their respective contract or estimated rates.

There are on the division, six locks, sixteen dams, and eight bridges. One lock is finished and in commission. Six dams and three bridges are finished and in commission.

Port Severn Section.—This section comprises the construction at Port Severn of a lock 14½-foot lift, 100 feet long between hollow quoins, and 25 feet wide, with 6 foot depth of water on the mitre sills, and the main regulating dam at the mouth of the river, together with several smaller dams in the immediate vicinity of Port Severn and the necessary excavation at the upper and lower entrances of the lock for providing a channel 6 feet deep at normal water level.

A contract for the work was entered into with the York Construction Company, Ltd., on the 24th September, 1913. The total value of work done and materials delivered up to the 31st March, 1916, was $137,802.66, or approximately 95 per cent of the total value of the work.

The works embraced in the contract were fully completed on November 30, 1915. The final estimate for the work is about finished.

The gates of the Port Severn lock were stepped on the 16th July, 1915. On the 26th July the contractors allowed the Midland Retail Merchants' Association picnic to use the lock, on which date a large number of motor boats were locked up from Georgian bay into Gloucester pool and back in the evening. The lock remained in commission for the balance of the season. Last month a regular lockmaster was appointed by the department.

Section No. 1.—The plans and specifications for this section were completed and sent to the department on the 7th July, 1915, but it is now probable that the work will not be advertised for tenders until the European war is over.

The section extends from deep water in the Georgian bay, lake Huron, at a point about one mile southwest of the Minnicog beacon on island No. 181, to the lower end of section 2 above the Big Chute, a distance of about 17 miles. The work includes the three locks at Honey Harbour, Little and Big Chutes; the regulating dams at Big Chute and at the outlets of Six-mile lake into Gloucester pool; together with a lot of granite rock excavation in the Georgian bay near the Minnicog beacon, the lock pits, the canal channels from Honey Harbour to Gloucester pool and between the Little and Big Chutes.

Section No. 2.—This section extends from the upper end of section 1 at Big Chute to a point about one-half mile above Macdonald's rapids, a distance of about 11½ miles. The work includes a dam on Pretty channel north of the Big Chute; a dam about 70 feet high and a lock of 47-foot lift and power-house at Swift rapids; and the reconstruction of the Canadian Northern Railway bridge at Ragged rapids; together with a lot of granite rock excavation.

A contract for the work was entered into with the Inland Construction Co., Ltd., on the 23rd April, 1914. The total value of work done and materials delivered up to the 31st March, 1916, was $406,882.66, or 57 per cent of the total value of the contract.

The dam at Pretty channel was finished last fall and is now used for regulating the Big Chute-Ragged Rapids reach. The dam at Swift rapids is about 50 per cent built, but no further construction on it can be proceeded with until an agreement has been made with the Orillia Water, Light and Power Commission relative to their hydro-electric development at Ragged rapids. The closing of the Swift Rapids dam drowns out Ragged rapids. The concrete foundation for the power-house at Swift rapids was finished last fall and the wheel penstocks and the controlling sluices of the dam in front of them will be finished next month. The upper entrance piers and lift wall of Swift Rapids lock are built and about 95 per cent of the excavation for the lock pit has been taken out. A large percentage of the rock excavation at Flat rapids, the Canadian Northern Railway bridge at Ragged rapids, and at Portage bay has been taken out.

Section No. 3.—This section extends from the upper end of section 2 to deep water in Couchiching lake, a distance of about 15½ miles. The contract includes a lock of 20-foot lift, two highway swing bridges, one railway swing bridge, and several small dams at the head of the river in the vicinity of Washago, together with a large quantity of earth and rock excavation.

A contract for the work was entered into with the Randolph Macdonald Company on the 4th August, 1914. The total value of work done and materials delivered up to the 31st March, 1916, was $327,420.45, or 36 per cent of the total value of the work.

The dam across the west branch of the river at Washago was finished last summer and is now in use. The substructure of the Muskoka Road bridge was completed early last fall, and the superstructure erected and placed in commission on the 11th December, 1915. The substructure for the Canadian Northern Railway bridge is about 90 per cent finished. The pivot pier for the Hamlet highway bridge across the river is built, and the balance of the substructure will be completed this summer. About 50 per cent of the excavation for the pit of the Couchiching lock has been taken out. A large percentage of the canal prism between the lock and lake has been completed. The dredging in lake Couchiching is about 70 per cent finished. The grading of the Canadian Northern Railway diversion has been finished and the ties for the new track delivered together with part of the ballast.

STREAM MEASUREMENT.

In my annual report for the year ended the 31st March, 1914, a short description of the Trent watershed was given, and also the results of the stream measurement for the Trent and Crow rivers over sharp-crested weirs built at Heeley Falls on the Trent in November, 1911, and at the mouth of the Crow river in October, 1910.

Attached to this report are tables Nos. 1 and 2 showing the discharge over the weirs for the calendar year 1915. Table No. 3 represents the discharge over the Heeley Falls and Crow River weirs jointly; this is practically the discharge of the Trent river at Campbellford.

Table No. 4 gives the total actual monthly discharge in cubic feet from the weir measurements, and the deduced flow in cubic feet per second at each of the three foregoing places.

LAKE SURVEYS.

Very little work was done last year on these surveys. During the past winter a small field party completed the topography along the shores of Sturgeon lake, and the Scugog river up to Lindsay.

There are enclosed photographs of the Buckhorn dam during high water, April, 1916; also photographs showing the ice conditions at the back of dam No. 10, Campbellford, in March, 1916, and photographs of the new highway bridge built this year at Trenton, Ont.

I am, sir, your obedient servant,

ALEX. J. GRANT,
Superintending Engineer.

TABLE No. 1.—Trent Canal, Year 1915, Water Gauge Readings.—Flow in Cubic Feet per Second.

Days.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	99	99	536	793	1,015	826	437	437	826	486	413	644
2	99	99	503	756	992	739	429	470	681	486	413	635
3	99	99	494	719	972	662	429	494	555	486	421	625
4	102	102	477	690	972	589	437	520	429	494	429	598
5	102	106	470	653	951	486	453	777	413	494	437	581
6	102	106	486	625	939	536	453	1,069	397	494	453	563
7	102	106	503	729	939	589	453	2,313	383	486	429	536
8	102	106	519	846	929	635	437	2,186	421	477	413	546
9	102	106	536	951	1,015	672	429	2,075	470	486	397	546
10	99	109	536	1,047	1,069	719	429	1,952	503	494	383	555
11	99	109	453	1,136	1,158	768	437	1,885	503	503	367	536
12	99	113	453	1,226	1,004	729	453	1,805	512	520	352	520
13	99	117	473	1,331	1,004	690	453	1,715	520	528	338	503
14	102	126	494	1,355	867	662	461	1,600	520	536	316	486
15	102	135	515	1,379	919	625	477	1,488	520	536	294	494
16	109	140	536	1,404	962	581	486	1,367	528	536	280	512
17	117	150	536	1,416	1,015	546	477	1,261	536	536	268	520
18	122	150	503	1,428	1,080	503	470	1,238	536	536	261	503
19	131	160	503	1,440	982	503	470	1,226	520	536	261	486
20	122	160	563	1,464	909	512	461	1,204	512	520	255	470
21	117	166	625	1,404	826	520	453	1,181	494	503	261	453
22	113	166	690	1,355	836	520	429	1,047	477	486	261	429
23	113	171	808	1,296	846	563	413	899	470	461	268	429
24	113	171	909	1,204	857	607	429	768	470	429	294	429
25	113	374	899	1,114	867	662	453	768	477	397	323	429
26	113	644	888	1,015	768	607	461	777	477	367	352	437
27	109	607	882	929	662	555	470	787	486	374	383	453
28	109	572	877	951	589	503	461	787	486	390	453	453
29	106	.....	872	972	644	453	453	797	486	397	520	429
30	102	.....	867	992	700	453	429	808	486	397	589	413
31	102	.....	830	.....	768	.....	413	817	.....	405	.....	397
	3,320	5,269	19,236	32,620	28,056	18,015	13,895	36,518	15,094	14,776	10,884	15,610
Mean	107	188	621	1,087	905	600	448	1,178	503	477	363	504
Highest	131	644	909	1,464	1,158	826	486	2,313	826	536	589	644
Lowest	99	99	453	625	589	453	413	437	383	367	255	397

REMARKS.—Flow of Crow river, as measured over a sharp-crested weir, situated 800 feet above Crow bay.

TABLE No. 2.—Trent Canal, Year 1915, Water Gauge Readings.—Flow in Cubic Feet per Second.

Days.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	1,054	1,064	1,600	2,052	2,185	2,561	1,208	1,284	2,098	1,423	1,442	2,229
2	992	1,038	1,642	2,006	1,748	2,489	1,189	1,284	2,136	1,284	1,571	2,189
3	1,092	1,183	1,664	1,767	1,459	2,512	1,189	1,199	1,542	1,360	1,583	1,965
4	1,073	1,098	3,158	1,942	1,600	2,075	1,227	1,284	992	1,604	1,527	1,854
5	1,063	1,098	2,755	1,896	1,748	1,600	1,189	3,447	904	2,011	1,410	1,725
6	1,101	1,098	2,417	2,029	1,832	1,440	1,256	4,028	889	2,143	1,045	1,392
7	1,208	1,227	2,611	2,120	1,600	1,341	1,659	3,713	1,347	2,742	1,026	1,288
8	1,117	1,208	2,326	2,371	1,600	1,642	1,360	3,553	1,440	2,912	1,566	1,618
9	1,117	1,227	2,755	1,877	1,620	1,832	1,478	3,393	1,348	2,561	1,795	1,707
10	1,151	1,189	2,584	1,877	1,540	1,942	1,813	3,211	1,466	2,466	1,760	1,849
11	1,151	1,189	2,489	2,139	1,662	2,162	1,581	3,309	1,303	2,417	1,724	1,265
12	1,151	1,136	2,489	2,706	1,874	2,231	1,440	3,322	1,600	2,611	1,905	1,284
13	1,151	1,170	2,371	2,880	2,095	2,162	1,421	2,161	1,706	2,529	1,611	1,585
14	1,171	1,189	2,584	3,006	2,775	2,029	1,402	2,348	1,737	2,407	1,763	1,748
15	1,151	1,170	2,804	3,606	3,049	2,029	1,322	2,280	1,771	2,205	1,914	1,719
16	1,208	1,406	1,817	3,823	3,211	2,052	1,360	2,238	1,849	1,284	1,865	1,678
17	1,189	1,246	1,919	3,743	3,006	2,052	1,402	2,272	2,104	1,402	1,842	1,748
18	1,208	1,227	2,489	3,743	3,055	2,052	1,303	2,176	1,600	1,716	1,747	1,581
19	1,227	1,208	2,257	3,796	3,340	2,098	1,284	2,123	1,562	1,686	1,652	1,813
20	1,208	1,208	2,326	3,796	3,211	1,767	1,341	2,053	1,740	1,696	2,029	2,063
21	1,239	1,227	2,257	3,823	2,979	1,854	1,322	1,878	1,851	1,794	2,371	2,245
22	1,136	1,151	2,162	4,822	2,956	1,767	1,341	1,440	1,822	1,822	2,633	2,334
23	1,170	1,227	2,257	4,883	4,151	1,722	1,341	1,502	1,752	1,581	3,014	2,305
24	1,045	1,284	2,371	5,833	5,092	1,642	1,341	1,624	1,614	1,448	2,862	2,548
25	1,045	1,440	1,984	5,214	5,092	1,520	1,611	1,678	1,478	1,878	2,642	2,611
26	1,117	1,520	1,984	5,214	5,035	1,421	1,440	1,719	1,664	1,792	2,682	2,683
27	1,151	1,581	1,877	4,530	3,933	1,379	1,284	1,534	2,008	1,766	2,371	2,864
28	1,151	1,562	2,098	4,157	3,131	1,379	1,322	1,402	1,747	1,753	2,253	3,176
29	1,151	.....	1,725	3,880	3,211	1,379	1,322	1,379	1,605	1,644	2,433	3,296
30	1,151	.....	2,075	2,831	2,930	1,284	1,322	1,666	1,571	1,265	2,199	3,156
31	1,136	.....	2,052	.....	2,561	.....	1,341	1,823	.....	1,098	.....	3,006
	35,275	34,571	69,899	98,362	85,287	55,415	42,411	68,323	48,246	58,300	58,237	64,524
Mean	1,138	1,235	2,254	3,278	2,751	1,847	1,368	2,204	1,608	1,881	1,941	2,081
Highest	1,239	1,581	3,158	5,833	5,092	2,561	1,813	4,028	2,136	2,912	3,014	3,296
Lowest	992	1,038	1,600	1,767	1,459	1,284	1,189	1,199	889	1,098	1,026	1,265

REMARKS.—Flow of Trent river as measured over a sharp-crested weir situated at Heeley Falls, about 3,000 feet above Crow bay.

TABLE No. 3.—Trent Canal, Year 1915, Water Gauge Readings.—Flow in Cubic Feet per Second.

Days.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
1	1,153	1,163	2,136	2,845	3,200	3,387	1,625	1,721	2,924	1,909	1,855	2,873
2	1,091	1,137	2,145	2,762	2,740	3,228	1,618	1,754	2,817	1,770	1,9 4	2,824
3	1,191	1,282	2,158	2,486	2,431	3,174	1,618	1,693	2,097	1,846	2,004	2,590
4	1,175	1,200	3,635	2,632	2,572	2,664	1,664	1,804	1,421	2,098	1,956	2,452
5	1,165	1,204	3,225	2,549	2,699	2,086	1,642	4,224	1,317	2,505	1,847	2,306
6	1,203	1,204	2,903	2,654	2,771	1,976	1,709	5,097	1,286	2,637	1,498	1,955
7	1,310	1,333	3,114	2,849	2,539	1,930	2,112	6,026	1,730	3,228	1,455	1,824
8	1,219	1,314	2,845	3,217	2,529	2,277	1,797	5,739	1,861	3,389	1,979	2,164
9	1,219	1,333	3,291	2,828	2,635	2,504	1,907	5,468	1,818	3,047	2,192	2,253
10	1,250	1,298	3,120	2,924	2,609	2,661	2,242	5,163	1,969	2,960	2,143	2,404
11	1,250	1,298	2,942	3,275	2,820	2,930	2,018	5,194	1,806	2,920	2,091	1,801
12	1,250	1,249	2,942	3,932	2,878	2,960	1,893	5,127	2,112	3,131	2,257	1,804
13	1,250	1,287	2,844	4,211	3,099	2,852	1,874	3,876	2,226	3,057	1,949	2,088
14	1,273	1,315	3,078	4,361	3,642	2,691	1,863	3,948	2,267	2,943	2,079	2,234
15	1,253	1,305	3,319	4,985	3,968	2,654	1,799	3,768	2,291	2,741	2,208	2,213
16	1,317	1,546	2,353	5,227	4,173	2,633	1,846	3,605	2,377	1,820	2,145	2,190
17	1,306	1,396	2,455	5,159	4,021	2,598	1,879	3,533	2,640	1,938	2,110	2,268
18	1,330	1,377	2,992	5,171	4,135	2,555	1,773	3,414	2,136	2,252	2,008	2,084
19	1,358	1,368	2,760	5,236	4,322	2,601	1,754	3,359	2,082	2,222	1,913	2,299
20	1,330	1,368	2,889	5,260	4,120	2,279	1,802	3,257	2,252	2,216	2,284	2,533
21	1,356	1,393	2,882	5,227	3,805	2,374	1,775	3,059	2,345	2,297	2,632	2,698
22	1,249	1,317	2,852	6,177	3,792	2,387	1,770	2,487	2,299	2,308	2,894	2,763
23	1,283	1,308	3,065	6,179	5,003	2,285	1,754	2,401	2,222	2,042	3,282	2,734
24	1,158	1,455	3,280	7,037	5,949	2,249	1,775	2,392	2,084	1,877	3,156	2,977
25	1,158	1,814	2,883	6,328	5,959	2,182	2,064	2,446	1,955	2,275	2,965	3,040
26	1,230	2,164	2,872	6,229	5,803	2,028	1,901	2,496	2,141	2,159	3,034	3,120
27	1,260	2,188	2,759	5,459	4,595	1,934	1,754	2,321	2,594	2,140	2,754	3,317
28	1,260	2,134	2,975	5,108	3,720	1,882	1,783	2,189	2,233	2,143	2,706	3,629
29	1,257	.....	2,597	4,852	3,855	1,832	1,775	2,176	2,091	2,041	2,953	3,725
30	1,253	.....	2,942	3,823	3,630	1,737	1,751	2,474	2,057	1,662	2,788	3,569
31	1,238	.....	2,882	.....	3,329	.....	1,754	2,640	.....	1,503	.....	3,403
	38,595	39,840	89,135	130,982	113,343	73,430	56,306	104,841	63,340	73,076	69,121	80,134
Mean	1,245	1,423	2,875	4,366	3,656	2,447	1,816	3,382	2,111	2,358	2,304	2,585
Highest	1,358	2,188	3,635	7,037	5,959	3,387	2,242	6,026	2,924	3,389	3,282	3,725
Lowest	1,091	1,137	2,136	2,486	2,431	1,737	1,618	1,693	1,286	1,503	1,455	1,801

REMARKS.—Total flow of Trent river at Campbellford as measured over the Crow and Heeley Falls weirs.

TABLE No. 4.—Total flow of the Crow and Trent Rivers at Crow River, Heeley Falls and Campbellford for 1915.

Month.	Crow River.	Heeley Falls.	Campbellford.
	Millions of Cubic feet.	Millions of Cubic feet.	Millions of Cubic feet.
January	286·59	3,048·02	3,334·61
February	454·81	2,987·71	3,442·52
March	1,663·29	6,037·11	7,700·40
April	2,817·50	8,496·58	11,314·08
May	2,423·95	7,368·28	9,792·23
June	1,555·20	4,787·42	6,342·62
July	1,199·92	3,664·05	4,863·97
August	3,155·16	5,903·19	9,058·35
September	1,303·78	4,167·94	5,471·72
October	1,277·60	5,038·07	6,315·67
November	940·90	5,031·07	5,971·97
December	1,349·91	5,573·75	6,923·66
Totals	18,428·61	62,103·19	80,531·80
Average rate of flow per second for the year, cubic feet	584·36	1,969·28	2,553·64

REPORT OF THE SUPERINTENDENT, TRENT CANAL.

PETERBOROUGH, May 18, 1916.

SIR,—I have the honour to submit the annual report on the maintenance and operation of the Trent canal, for the year ending on the 31st March, 1916.

The extent of waterway open to navigation is the same as last year, namely, 160 miles from Trent Bridge to Washago, in addition to which other channels are maintained approximating 90 miles.

That section of the Trent river extending from 1,000 feet west of the Heeley Falls bridge to the village of Hastings, a distance of about 13 miles, upon which extensive improvement work has been done under the superintending engineer's office, was transferred to this office for maintenance on the 16th September last.

There were no interruptions to traffic throughout the year.

OPENING AND CLOSING OF NAVIGATION.

Hastings to Rice lake, opened April 20, closed November 30.
Rice lake to Peterborough opened April 17, closed December 4.
Peterborough to Lakefield, opened May 4, closed November 20.
Peterborough Lift Lock, opened May 6, closed November 8.
Lakefield to Bobcaygeon, opened April 19, closed November 18.
Bobcaygeon to Rosedale, opened April 26, closed November 20.
Kirkfield Lift Lock, opened May 4, closed October 25.
Kirkfield to lake Simcoe, opened May 18, closed October 30.
Lake Simcoe to Orillia, opened April 27, closed November 15.
Scugog river and Lindsay Lock, opened April 21, closed November 13.

The following work was performed on the several divisions of the canal during the year:—

Repairs.

HEELEY FALLS TO RORCAYGEON.

Peterborough Lift Lock.—The steel plates of the chambers of this lock have become pitted with rust, in places to a depth of a sixteenth of an inch. To check the progress of this corrosion, the pits were thoroughly cleaned and paint applied to each pit after the lock had been closed for the season of 1915. The interiors of these chambers will be cleaned and painted before opening the lock for navigation in 1916.

Locks and lockgates.—The two top bars of the lower gates at Lovesick were renewed and new mullions and bridge plank provided for these gates.

Mullions and bridge plank were renewed at locks Nos. 2, 5, and 6.

The gate arm pits at lock No. 6 were rebuilt in concrete.

The lockgates at Buckhorn, Lovesick, Burleigh, Young's Point, No. 6, and No. 7 were painted.

Flag poles were provided at Lakefield, Young's Point, Burleigh and Lovesick.

Booms, Slides and Dams, Navigation Waters.—The top courses of the piers, and the sheeting of the dams at locks Nos. 4 and 5 were renewed.

The top courses of the dam at Gilchrist bay were rebuilt.

Repairs were made to the apron of the log slide in the Nassau dam.

New stoplogs were provided where necessary, and all booms maintained as usual.

Entrance Piers.—About 1,400 lineal feet of decayed oak walling on the entrance walls at locks Nos. 3, 4, 5, and 6 were removed and the walling checks filled with concrete. This work will be continued where decayed wallings have to be removed.

Banks and Prism.—The grading behind the lock walls at lock No. 6 was trimmed and sodded, and now presents a much better appearance than formerly.

An accumulation of boulders in the lower entrance to lock No. 7, as well as many boulders in the lower entrance at Young's Point, were removed.

Bridges.—Bridges at the following points were redecked:—Hastings, Nassau, Lakefield and Young's Point. Elm top planking was placed on the bridges at Bensfort and Wallace Point. The swinging section of the floating bridge at Gannon's Narrows, as well as the sections to which it is attached, were repaired, replanked and provided with a new guard railing. Minor repairs were made to bridges at Maria street, Peterborough, Burleigh, and Buckhorn, and to the masonry abutment of the bridge at lock No. 7. The bridges at Trent Bridge and Burleigh were painted.

BOBCAYGEON TO BALSAM LAKE.

Locks and Lockgates.—The valves in the lockgates at Bobcaygeon were repaired by diver, who also removed a quantity of débris from the chamber of this lock. Minor repairs were made to the gate of the dry dock at the same place.

The sills of the lock at Fenelon Falls were repaired by the diver.

Banks and Prism.—A small amount of rock was removed from the side of the canal above the lock at Fenelon Falls to enable boats, which ply between there and Coboconk, to turn.

Bridges.—The bridges at Bobcaygeon and Fenelon Falls were redecked. Other repairs were made to the bridge at Fenelon Falls, and minor repairs to the Rosedale bridge.

HEELEY FALLS TO BOBCAYGEON.

Kirkfield Lift Lock.—Difficulty has been experienced in working the pumps, owing to the grating of the penstock becoming blocked with weeds and leaves. In order to relieve this trouble an air-pipe has been fitted to the penstock by means of which it is hoped the grating can be kept clear.

Locks and Lockgates.—A broken valve and frame were removed, and a new valve placed in the south leaf of the upper gates at lock No. 4.

Drainage pipes to collect and carry away seepage were put through the lower entrance wall at lock No. 2.

All the lockgates on this division were painted.

Booms, Slides and Dams, Navigation Waters.—Iron pipe railings for dams Nos. 1 and 2 were prepared during the winter and will be erected as soon as possible.

The dam at Victoria Road village was re-gravelled.

Banks and Prism.—Between locks 4 and 5 about 6,000 lineal feet of riprap, which was in need of repair, were repaired to a level of 1 foot higher than formerly.

About 1,000 lineal feet of stone protection were repaired on the exposed portion of the 4th Concession road, in the townships of Eldon and Carden.

About 100 rods of fence were built, where stone piles have been removed, on the north side of the canal, east of the Kirkfield lift lock.

The boundary road between the townships of Bexley and Eldon, through flooded land, for a distance of about 700 feet, was raised to a level of 2 feet above high water in Balsam lake.

The highway on canal property in the vicinity of Talbot was repaired with gravel for a distance of about 3,000 lineal feet.

Many obstructions were removed from the canal prism between the Balsam guard gate and the 7th Concession road, township of Carden.

Bridges.—The Victoria Road bridge was redecked. The pivot pier of this bridge is slowly settling.

GENERAL.

Booms, Slides and Dams, Reservoir Waters.—A number of new stoplogs were provided for Reservoir Lake dams, but no other work of any description was done on these dams. Dams at Percy lake and Paint lake are in such a condition that it is impossible to use these lakes for the storage of water. About 11,000 acre-feet of storage is thereby lost.

Guard Gates.—All guard gates were maintained in working order and raised for the winter months.

Banks and Prism.—Where necessary fences were repaired, ditches cleaned, and riprap repaired. Grass and weeds on canal banks were also cut.

Lockhouses and other Buildings.—The storehouse at lock No. 6 was enlarged and an ice-house was built at lock No. 7. Watch houses were provided at Wallace Point, Warsaw Road, and Victoria Road bridges.

Necessary repairs were made to the lock buildings at Hastings, Peterborough lift lock, Lakefield, Burleigh, Buckhorn, Young's Point, Bobcaygeon, and Kirkfield.

The machine shop at the Kirkfield lift lock which was without power from October to May was equipped with a gasolene engine to permit of repair work being done there during the winter months.

Plant.—Ordinary repairs were made to maintain the plant in good condition, and extensive repairs were made to flat scow No. 13.

The shipyard formerly used for repairs to floating plant was upon the property of the McDonald Estate, and situated close to their saw-mill in the city of Peterborough. Owing to objections from the fire insurance underwriters it was necessary to provide another shipyard. The buildings were removed to lock No. 6, ways were placed, and grading done to provide the necessary accommodation there.

At the request of the Provincial Health Officer, septic tanks were installed on the dredge *Fenelon* and steamer *Bessie Butler.*

Aids to Navigation.—Lighthouses and buoys were painted and maintained as usual. The log floats carrying the lighthouses in the Scugog river were raised by placing additional timber under them. The acetylene machines were cleaned and repaired.

INCOME IMPROVEMENTS.

New Dump Scows.—Authority was given on the 30th June for proceeding with the construction of two new dump scows of 120 cubic yards capacity, materials for which were purchased last year. Work on the construction of these scows was started on the 1st of August. The scows are now completed, and will be launched and in use for the coming season's work.

Drilling and Blasting.—The work of drilling and blasting above Bobcaygeon was resumed on the 14th June, and discontinued on the 8th of September. An area 540 by 80 feet of what will be the channel approaching the upper entrance to the new canal, has been drilled and blasted.

Lindsay Street Bridge.—A contract was entered into with the Hamilton Bridge Works Co., on the 26th April, 1915, for the erection of a highway swing span over the canal at Lindsay, to be completed by the 15th of July. The work of removing the old wooden bridge was commenced on the 6th of July. Necessary concrete work was done to the pivot pier, river pier, and abutment, and the erection of the new bridge was commenced on the 17th July. The time for the completion of this contract was extended to the 15th August. The work embraced in the contract was completed within that time; however, at the request of the town of Lindsay an additional sidewalk was provided on the west side of the bridge, which delayed the opening of the bridge until the 28th August.

Enlarging Off-take Drain, Kirkfield Lift Lock.—This off-take drain was insufficiently large to accommodate the flow at times when the reach above the lock was being unwatered. The drain was enlarged by the removal of a quantity of rock.

Riprap, Talbot River.—The work of protecting the exposed shores of the canalized Talbot river by riprapping, between Balsover and Talbot, was resumed on June 16, and discontinued for the season on October 18. It is expected that this work will be completed during the coming season.

Dredging.—The work of straightening the channel at Henderson's narrows, commenced last year, was completed, after which the dredge was taken to Buckhorn to remove the underwater portion of a coffer dam across the upper bays of the dam at Buckhorn, which had been placed to make alterations in that dam. This work was completed on the 18th June. The dredging plant was then taken to Peterborough to start the work of deepening and widening the channel of the Otonabee river to Rice lake, which work was charged to capital.

CAPITAL.

In view of the early opening of 8-foot 4-inch navigation from lake Ontario to Rice lake, it was decided to proceed with the deepening of the Otonabee river between Rice lake and the city of Peterborough. The policy adopted was to first improve at points where the channel is insufficiently deep to accommodate the vessels at present using the river, and later to prosecute the work from Peterborough southward. The grade determined upon for this work between Peterborough and Rice lake is elevation 603·80-M.S.L.

The channel through Yankee Bonnett's bar was first deepened, and widened 25 feet. The old wing dam on the east side of the river at that point was also removed to the depth of the surrounding river-bed only.

The plant was moved to Howden's bar on the 11th August, and was engaged in deepening and widening at that point until the close of the season. For a distance of 1,600 feet the channel was deepened for a width of 65 feet; 15,500 cubic yards of material, scow measure, were removed. As spoil ground is not available at convenient distance, the dredge *Auburn*, of the superintending engineer's fleet was used to deposit this excavated material on the low-lying, marshy shores of the river. By such means the shores of the river are being greatly improved.

This work will be proceeded with during the coming season.

The water conditions on the Trent watershed were most favourable during the year 1915. The precipitation from the 1st of July to 31st December was about 3·50 inches more than the average, during the same period, for the past sixteen years, being particularly heavy in the months of July and August. As the result of this abnormal precipitation, it was possible to hold all the navigation lakes fully up to the desired levels throughout the fall, and at the same time provide a constant flow in the Otonabee river of about 1,700 second feet after August 1. In December this flow was increased to 2,500 second feet for the purpose of running off the surplus water from the storage and navigation lakes, in order to have these lakes at the desired levels before the freshet of 1916. The exceptional thaw during the month of January made it possible to run off a large volume of water; still, owing to conditions on the watershed, it was estimated that all the lakes and reservoirs would fill in freshet. This they did, and the amount of water in storage at present, together with the fact that very little water will be used for log driving during the coming season, will, it is estimated, permit of the flow in the Otonabee river being maintained at about 1,500 second feet during the coming summer.

I have the honour to be, sir,

Your obedient servant,

A. L. KILLALY,

Superintendent.

REPORT OF ENGINEER IN CHARGE OF WELLAND SHIP CANAL.

St. Catharines, Ont., June 30, 1916.

W. A. Bowden, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

Sir,—I beg to submit my annual report on the progress of construction on the Welland Ship Canal.

No additional contracts for construction have been awarded during the past year; consequently, the work in progress is the same as that for the period covered by my last annual report, namely, the construction of sections Nos. 1, 2, 3, 4-A and 5, section No. 1 being at the lake Ontario end of the canal and the other sections following consecutively toward lake Erie. The sections under construction comprise not quite one-half of the length of the canal between lakes. They include, however, all of the seven lift locks, and the greater part of the other heavy construction work, upon the completion of which the opening of the canal to navigation largely depends. Over the remainder of the route to lake Erie the work involved consists principally of excavation in thorough cut in order to straighten the present line, and in widening and deepening the present canal to the new dimensions; also building of the guard lock north of Port Colborne.

Operations on sections Nos. 1, 2, 3 and 5 progressed steadily during the season of 1915 until the latter part of December, when concreting was discontinued for the winter; and the majority of the machines engaged in earth excavation were closed down during January owing to weather conditions and the need for repairs. On section No. 3 rock excavation on the site of the flight locks was carried on all winter.

The winter months were employed by the various contractors in overhauling and making the necessary repairs to plant, hauling stone for concrete from section No. 3 to their respective works, and in other ways preparing for the present season's operations.

The opening up of work this spring was somewhat retarded owing to the backwardness of the season; and the continued rains during April and May hampered the contractors a good deal in their operations. Concreting, which was resumed about April 15 on sections Nos. 1 and 2, was three weeks later than the opening of 1915.

The shortage of labour prevalent throughout the country was felt by the contractors to some extent during the latter part of 1915, and labour conditions this spring looked quite serious, but the situation has improved somewhat, although it is becoming much more difficult to obtain and hold labour than it has been heretofore.

Section No. 1.

This section comprises work between station 0 and station 150, a distance of 2.84 miles, one-half of which is in the harbour and one-half inland.

Contractors.—The Dominion Dredging Company, Limited, of Ottawa, Ont.

Work Involved.—Construction of harbour for new lake Ontario entrance to canal, comprising 25-foot dredged channel, 1½ miles long; construction of reinforced concrete entrance piers, retaining walls, etc; excavation of 1½ miles of canal prism inland; construction of lock No. 1, with weirs, regulating pond, etc., and the substructure for bridges Nos. 1 and 2.

The new harbour is being formed by the building of two long earthen embankments extending 1½ miles out into the lake, which inclose and protect the entrance channel. The material to form these embankments consists principally of the dry excavation from sections Nos. 1, 2 and 3, which is hauled to the lake and dumped from timber trestles extended out as the dumping proceeds, as explained in detail in my last annual report. During the working seasons of the past year, the contractors for sections Nos. 2 and 3 have been hauling material steadily to the lake, section No. 2 dumping in the west embankment and section No. 3 in the east embankment. No dry material from section No. 1 has been disposed of in the harbour during the year, as dry excavation on this section has been completed with the exception of about 156,000 cubic yards at the south end, which is being reserved for backfill behind the east lock and entrance walls. The dredged material from the harbour has also been deposited on the site of these embankments, forming an underwater embankment, as explained in my last report. This material has also been deposited, as required, to minimize the effects of slides which often occur where the fresh dry material is being dumped.

The trestle for the west embankment has now reached the outer extremity of the harbour, almost 1½ miles from the shore, and the filling over this distance is nearing completion. The trestle for the east embankment has reached a point 5,540 feet from the shore and its further extension, and widening out of the fill, is progressing steadily. Up to the present time 4,200,000 cubic yards of dry excavation from sections Nos. 1, 2 and 3, and 900,000 cubic yards of dredged material from the harbour have been placed in these fills, making a total of over 5,000,000 cubic yards out of the total estimated quantity of 7,500,000 cubic yards available for this purpose.

It was expected that a good deal of difficulty would be experienced in maintaining these embankments against storm action during the fall and winter months, now that they have reached the outer end of the harbour, and while some loss of material and damage to the trestles has occurred, this has not been of a very serious nature, and the building of the embankments is working out very successfully. The prevailing storms during the winter have been largely from the northwest, and owing to the greater length of the west embankment and the protection it has afforded the east embankment, it has suffered to a greater extent than the latter. On November 20 one pile bent was washed out of the west trestle. On December 29, after a series of heavy northwest gales, three bents were carried out, and the filling, which had been up to the bottom of the stringers, was washed out to water level over a distance of 225 feet. From February 25 to 28 a very severe storm from the northwest swept the lake, washing the material out of about seven bents, damaging the two bents at the extreme end, and carrying out completely three bents immediately adjoining. The west side of the fill, which was exposed to the full force of the storm, was undermined over a distance of about 500 feet at the end, causing a subsidence of this section of the embankment and main line tracks to below water level. The two end bents, which were thus left standing alone, disappeared completely on March 7, as well as one of the end bents in the gap left by the storm of February 28.

No damage was caused to the trestle on the east side, and the only loss during the winter was the washing of the material out of the seven end bents and washing out to water level of a few hundred feet of the embankment. Some rock from the excavation on section No. 3 was dumped on the east side during the winter for the purpose of protecting the trestle and the face of the embankment at the outer end.

While heavy storms have resulted in considerable loss of material, especially where the filling is green, these embankments have stood up very well under normal wave action. The slopes will eventually be protected by riprap from the rock excavation on section No. 3, and, as the embankments are being gradually completed, arrangements are now being made with the contractors for section No. 3 to commence hauling stone to the lake for this purpose.

Dredging.—Three dredges of large capacity were engaged all last season, and are now at work excavating the entrance channel to the required 25-foot depth. These dredges are: The *Fundy* with 6-yard dipper, *Delver* with 5-yard dipper, and *C. S. Boone* with 5-yard dipper, together with the tugs *McNaughton, Gwennith, Lynn B.* and *Alice,* four steel dump scows, two wooden dump scows, and other miscellaneous equipment. A drill boat, equipped with three steam rock drills, has also been in operation drilling blast holes for loosening the material ahead of the dredges. The material to be excavated is of a very hard nature, consisting for the most part of firmly cemented sand and clay, and for a distance of approximately 1,700 feet, rock crops up about 3 feet above the grade line. Consequently, dredging operations are necessary slow, but in view of the conditions which exist, fairly satisfactory progress is being made.

The dredges worked in the harbour until about the middle of December, 1915, when they were towed to Port Dalhousie and laid up for the winter. The *Fundy* and *Delver* commenced work for the present season on April 5, and the *C. S. Boone* on April 8. To date, 1,106,000 cubic yards of earth excavation have been removed, and 38,060 cubic yards of rock, the material all being disposed of in the harbour embankments.

Reinforced Concrete Cribs.—The reinforced concrete cribs, of which the outer entrance piers and the docking on the east and west side of the inner harbour will be formed, are being constructed at Port Dalhousie by J. H. Tromanhauser & Company, sub-contractors for the Dominion Dredging Company, Limited. Upon completion, they are towed a distance of three miles to the new work and sunk in position. Each crib is built upon a floating pontoon of about 9-foot depth, which is so constructed that, upon completion of the crib, the sides and ends can be released and allowed to float away from the crib, while the bottom, which has been previously ballasted, is released and sinks below the crib. It is afterwards refloated and the several parts are re-assembled for use again. The general dimensions of the cribs are 110 feet long, 38 feet wide, and 34 feet in height, and each crib is divided into eighteen compartments by one longitudinal and eight transverse walls.

A new feature of their construction is the use of temporary wooden bottoms, one to each compartment, which are placed in the completed crib, properly caulked to ensure their being as nearly watertight as possible, and held in place by means of wooden braces and wedges. These bottoms support the crib when the pontoon bottom is removed and are left in place until the crib has been sunk in its final location in the work, when they are released by means of ropes attached to the wedges, and the bottoms float to the top and are recovered for use again. The main advantage derived from this method of construction is that the material with which the crib is filled will rest directly on the lake bottom and afford a much more stable foundation for the cribs than would be the case if they were constructed with fixed bottoms of timber or concrete. It was originally intended that the pontoons upon which the cribs are built should be stripped from the cribs at the building site, Port Dalhousie, but so far it has been found more advantageous to leave them in place during the process of towing to the new work and strip them off immediately before the crib is sunk in position. It is hoped that before long the original idea will be carried out on the remainder of the cribs to be built.

The steel reinforcement in the crib is designed mainly to resist earth pressure from the inside after the crib has been sunk and filled. The outside water pressure exerted during the operation of towing and sinking in place is taken up by a system of temporary interior wooden bracing, which is removed after the crib has been sunk in position. As this pressure is exerted for only a short period, the method adopted accomplishes the desired object, which would otherwise have to be attained by the more costly method of permanent steel reinforcement built into the walls of the crib.

It was provided in the specifications that each crib should be founded on three rows of short piles on which the front, back and longitudinal walls would rest, but, if it was found that piles could not be driven, the method to be followed was to rest the crib on three windows of broken stone placed under the longitudinal walls in order to give the crib a level bearing. As the lake bottom has been found to be very hard, the latter method has been adopted with success.

The crib seats are prepared by dredging to a little below the elevation of the bottom of the cribs, and the stone is then placed by means of a spouting apparatus rigged up on one of the contractor's scows. The dredge *Dominion,* which was not found to be doing satisfactory work at dredging in the harbour, is being utilized in preparing foundations for and filling the cribs. Each crib contains 934 cubic yards of concrete and 112,000 pounds of reinforcing steel, and weighs approximately 2,000 tons, with some slight variations in the case of some corner cribs, and a few cribs at the outer entrance, which are made stronger on account of their exposed position.

During the season of 1915, eleven of these cribs were built by the sub-contractors, J. H. Tromanhauser & Company, at their works at Port Dalhousie, and three others have been completed since the opening up of work for the present season, this, with the one built during the fall of 1914, making fifteen completed cribs to date. Of this number, five cribs have been sunk in position in the work on the site of the outer entrance piers and six in the inner harbour for the west-side docking. The operation of sinking the cribs, which is accomplished by allowing water to enter through valves in the outer walls, has so far been quite successful, only in one or two cases difficulty being met with in maintaining the proper alignment owing to the weather becoming stormy while the sinking was in progress.

Crib No. 1, which was grounded in the entrance channel all last season owing to insufficient depth of water to permit of it being towed to position in the inner harbour, has not yet been floated, but as the water in the lake this season is almost 2 feet higher than last season, it is not anticipated that any great difficulty will be experienced in floating it, and this will be done in the near future.

Now that the contractors have become thoroughly familiar with the methods and special features of building and sinking these cribs, it is expected that much more rapid progress in their construction will be made during the present season.

The 42 foot reinforced concrete retaining wall on the west side below lock No. 1, which extends from the foot of the lock to a point near the present shore-line, a distance of 1,640 feet, is completed with the exception of portions of four monoliths adjoining the contractors' concrete mixing plant, which are being left until the concreting plant is removed. This wall was described in some detail in my last annual report.

Lock No. 1.—The construction of lock No. 1 is progressing favourably, and has now reached a stage where some idea may be gained of the immense size of these structures.

The method of concreting employed by the contractor is to mix all the concrete, both for the lock and lower entrance walls, at a mixing plant centrally located between lock No. 1 and the lake. The concrete, after mixing, is conveyed in 6-cubic-yard capacity hopper cars to a high travelling tower which moves backwards and forwards in the lock pit close to the face of the wall being built, upon tracks laid in the bottom of the lock chamber. The hopper cars are hauled up an incline attached to the travelling tower and the concrete dumped into a hopper near the foot of the tower, which also has a capacity of 6 cubic yards. While the hopper car is returning for a new batch of concrete and a second hopper car is being brought on to the tower platform, the concrete which was dumped into the tower hopper is being elevated, 1 cubic yard at a time, by a bucket running up and down the tower, which automatically dumps its load at the top into a small hopper connected with movable chutes, by means of which

the concrete is spouted into position in the wall being built. Two of these towers are now in operation, one on either side of the lock chamber, and have proved to be a very economical method of placing concrete. The towers are quite mobile, and all portions of the wall are thus made readily accessible to one or other of these towers, which can be moved to any desired position with very little loss of time.

The elevation of the mitre sill of lock No. 1 is 212·5 above mean sea-level, which is also the elevation of the floor of the main filling culvert. The coping of the lock wall will be at elevation 294.

The monoliths of the lock walls have been numbered for convenience in recording operations, the monoliths in the west wall being identified by the numbers 0-W to 15-W, and in the east wall 0-E to 15-E, numbering from the foot of the lock.

The lock walls are being built in 60-foot monoliths, and a metal cut-off is provided in the expansion joints between adjoining monoliths, extending from the bottom to the top of the wall. This cut-off consists of two ⅛-inch strips of steel plate 6 inches wide, with a 6-inch strip of No. 18 copper rivetted between them. The whole is then bent Z-shaped and built into the wall as concreting proceeds in such a manner as to prevent the passage of water when the joint opens.

During the past season the west wall was brought up to elevation 265, which is the elevation of the floor of the mooring chamber, over practically its entire length, with the exception of the monoliths containing the single leaf and mitering gate recesses, and a good start was made on the construction of the east lock wall. There is still about 35 feet in height to be built on the west wall before the coping is reached, and this 35 feet will contain the mooring chamber, drainage culvert and conduit gallery. Concreting in the west wall is now proceeding in the two monoliths at the foot of the lock which will contain the gate recesses. Upon completion of these to the elevation of the balance of the west wall there will be practically a continuous concrete wall on the west side from the head of lock No. 1 to the lake, a distance of 3,400 feet.

Concreting in the east lock wall commenced in September, 1915, in monolith 14-E at the head of the lock. At this date monoliths 14-E, 13-E, 12-E, 11-E, 10-E, 9-E and 8-E are at elevation 258; 7-E at elevation 244; 6-E, 5-E, 4-E at elevation 212·5, and the foundation for the remainder of the wall is being prepared for concrete.

Lock No. 1 is founded directly on the rock which was found at the required elevation. The rock, however, is a shale or mudstone, which, when exposed, shrinks and disintegrates, but retains its natural characteristics when kept continually wet. It is necessary, therefore, in order to have a firm bond between the concrete floor of the lock and the underlying rock, that the rock should not be exposed until immediately prior to the placing of concrete, and for this purpose it is required in the contract that at least one foot of rock must be left covering the foundation upon which the floor slab will be built, until such time as the contractor is ready to place concrete, when the remaining rock shall be excavated, the surface thoroughly cleaned and immediately covered with concrete.

Owing to the high head of water which will exist at these locks and the possibility of water finding its way from the upper to the lower level through the rock foundation or between the foundation and the floor slab and creating undue pressure on the lock bottom, it is essential that no spaces or cavities should be allowed to exist between the foundation and the floor of the lock, nor in the rock itself, and in order to accomplish this, in addition to the great care which is being exercised in the construction of the lock walls to make certain that they bond thoroughly with the rock, it is proposed to firmly anchor the floor slab between the lock walls to the underlying rock by means of heavy steel anchor bolts, 14 feet long spaced about 4½ feet centres both longitudinally and transversely. These will be sunk about 10 feet into the rock and well grouted in, with the top bent over 90° and imbedded in the concrete of the floor slab. At the head of the lock, immediately below the breast wall, where the pressure

will be greatest, the spacing will be somewhat closer. After completion of the concrete work, the whole foundation of the lock, to a depth of at least 10 feet into the shale, will be grouted with cement grout under pressure.

The construction of the breast wall at the head of the lock, upon which the upper gates will rest, was carried on simultaneously with the upper monoliths of the lock walls, and was completed during the month of October, 1915. The excavation of the cross tunnel below the lock floor immediately in front of the breast wall was completed during the summer and about half of the trench lined with concrete.

Good progress has been made on the construction of the upper entrance walls to the lock. The east entrance wall is a mass concrete structure throughout, while the west wall is in part a reinforced concrete structure of the counterfort type.

These walls are founded on pile foundations, round timber piles having been driven an average depth of 22 feet through clay and gravel to refusal.

Concreting in the east wall commenced on September 22, 1915, and was carried on continuously during the remainder of the season. The wall is now completed from its south end to the temporary diversion of the Lake Shore road, which is as much as can be done while this diversion is in use.

Work on the west wall was also commenced in September, 1915, but very little progress was made until within the last couple of months.

Immediately above the breast wall, the forebay and entrance walls will be built upon a pile foundation, which is now ready between the breast wall and the N. S. and T. Railway Company's trestle.

Piles have also been driven for the piers of bridge No. 1, and also for the regulating weir.

The concrete substructure of bridge No. 2 was completed in the fall of 1915, ready for the steel superstructure.

Percentage of work completed.—On this section, out of an estimated total of 311,000 cubic yards of concrete, 123,000 cubic yards have been placed; and progress diagrams covering all the work involved, show that 47·5 per cent of the contract is completed to date, and that the contractors are about ten months behind the schedule which would enable them to complete the contract on the specified date, viz., March 31, 1917.

Section No. 2.

Section No. 2.—This section comprises all work between station 150 and station 380, 4·36 miles.

Contractors.—Messrs. Baldry, Yerburgh & Hutchinson, Westminster, England, and St. Catharines, Ont.

Work Involved.—Excavation of canal prism and building of embankments; construction of locks Nos. 2 and 3 with entrance walls, weirs, etc.; substructure of highway bridges Nos. 3, 4 and 5 crossing canal, and Pond bridges over pondage at head of lock No. 3.

Operations on this section have progressed steadily during the past year, and a large amount of work has been done. The contractors have had four steam shovels and three drag-line excavators of large-bucket capacity employed in the excavation of the canal prism, together with two grading machines, drawn by traction engines, building watertight embankments to confine the waters of the canal and of the pondage at the head of lock No. 2. To date, 4,570,000 cubic yards of earth have been excavated, 2,700,000 cubic yards going to the harbour fills in the lake, 800,000 cubic yards to form watertight embankments, and the remainder in construction railway fills and as backfill in rear of lock and entrance walls.

The excavating machines were kept employed until well on in January. About January 1, the area between lock No. 2 and the north end of the section was flooded to 3 feet above canal grade, and as the machines there were excavating to grade, it was necessary to suspend operations, and a little later in the month all the excavating machines were laid up for the winter, owing to severe weather preventing the dumping of material in the harbour embankments in the lake. The greater part of the excavating equipment was started up again during April, and concreting was resumed on April 17. The shortage of labour has acted against the contractors' operations to some extent since the opening of work for the present season, with the result that they have not been able to operate at their maximum capacity, but work on the section is now getting generally under way, with the prospect of more settled conditions after the period of unrest among the labouring class during the spring months.

The present status of excavation on this section may be summarized as follows:—

Commencing at the north end of the section, station 150 to station 180, the canal, with centre drainage ditch, is excavated to grade, with the exception of a small amount of material on the west slope required for railway tracks.

From station 180 to station 200 at the head of lock No. 2 excavation is complete to grade.

From station 200, working south, the canal is largely in fill until station 280 is reached, the ground rising gradually and at station 280 running into a very heavy cutting, which continues for a distance of 5,000 feet to the foot of lock No. 3.

Between lock No. 2 and station 297 the excavation is complete, with centre drainage ditch.

From station 297 to station 300 a good deal of material has been left in the prism to carry the diversion of the Queenston road.

From station 300 to the foot of lock No. 3, 3,000 feet, the canal is excavated to approximately elevation 344, grade elevation being at 310·5.

Excavation in the lock pit of lock No. 3 is also down to about elevation 344.

Between lock No. 3, which is immediately north of the present canal, and station 359, a cut has been made from about 35 feet west of the centre line to the west slope, to elevation 370.

From station 363 to station 370 the canal is excavated to elevation 377.

Between station 376 and station 380, which is the south end of the section, the contractors for section No. 3 have excavated to elevation 380 in making an incline to get to the grade of locks No. 4.

The centre drainage ditch referred to is necessitated by reason of the fact that the locks are being constructed to allow of 30 foot navigation while the reaches between locks are being excavated for but 25 foot navigation for the present, and in order to drain the locks when it becomes necessary at any time in the future to unwater the canal, the drainage ditch is being excavated in the bottom of the canal, east of the centre line, between locks. The excavation of this ditch is carried on by the machines after grade is reached in the canal prism. This ditch has also facilitated construction work.

Watertight Banks for Canal and Pondage at head of Lock No. 2.—The construction of the watertight embankments to retain the waters of the canal above lock No. 2 is progressing favourably. The west embankment is completed to grade, elevation 304·5, between station 211 and station 215, station 225 to station 227 and station 242 to station 268. Between these points the bank is built to about elevation 320, with the exception of a short space left to provide a connection with the construction railway. From station 268 to station 272 no work has been done on the bank, as there is a connection here from the canal to the construction railway which will have to remain until the end of next season.

The east embankment is being constructed on the high ground some distance to the east of the canal prism, thus forming a large basin with an area of about 200 acres which will form the regulating pondage at the head of lock No. 2. No work has been done on this embankment between station 198 and station 200. From station 200 to station 210 the bank is built to elevation 322. From station 210 to station 282 the bank is built to grade, elevation 340·5.

The work on these embankments is being carried on by the several outfits of grading machines. These machines, working in the canal prism, plough up a furrow which is carried on an inclined belt conveyor and dumped into wagons driving alongside. The wagons haul the material to the embankments where it is dumped in layers of about 8 inches in thickness, which are well watered and compacted by the teams and loaded wagons driving over them, thus ensuring a thoroughly watertight bank.

Watertight Bank for Pondage at Head of Lock No. 3.—Of the portion of this embankment, 1,400 feet long, which follows along the Homer road, a section 800 feet in length is built to elevation 376 at the north end and to grade, elevation 387, at the south end. The seat is prepared for the portion extending from the Homer road in an easterly direction and forming the north bank for the pond, and about 500 feet of this portion is built to elevation 377.

Lock No. 2.—This lock is located about 9,000 feet south of lock No. 1. In order to reach a stable foundation for this lock, it was necessary to carry the lock walls down a considerable depth below the required elevation of the lock bottom. This was done by excavating trenches 52 feet wide and averaging 17 feet in depth, below the general level of the lock pit to the hard Medina shale upon which the walls are founded, and filling these trenches with concrete, thus forming a substantial subfoundation for the main walls. As the underlying shale is of a seamy nature and liable to disintegrate under exposure, it was required of the contractors that the rock foundation should not be entirely exposed until immediately preceding the placing of concrete, and that before concreting was commenced the bottom should be thoroughly cleaned of all loose material in order to give a firm bond between the rock and the concrete. As a precaution against water finding its way under the lock foundation from the reach above and exerting an upward pressure against the walls and floor, it was decided to thoroughly grout the rock below the subfoundations with a sand and cement mortar and thus stop up as far as possible all water-bearing fissures. The excavation of the lock pit and trench for subfoundations was carried on during the season of 1915 by one drag-line excavator and one steam shovel, and the work was completed to grade during October. While making the final cut for the subfoundations the excavating machines were closely followed by drills making holes in the rock. These holes were drilled 3 inches in diameter, 12 feet deep, and spaced 10 feet apart in two rows, one under the toe and the other under the heel of the walls. After the holes had been thoroughly cleaned out, grout was applied under pressure by a hand diaphragm pump acquired for the purpose. In all, about 400 holes were drilled in the two subfoundations, of which 50 per cent took grout readily, varying in amount from one gallon to 180 gallons. That the grout was finding its way through the seams was clearly evidenced by its appearing in many cases in adjacent holes. Investigation showed what had originally been a water-bearing seam, completely filled with the cement grout. Concreting in the subfoundations followed immediately after the grouting operations and was completed to the floor level of the lock in both walls before the close of the season, with the exception of short portions of the north end of the walls.

A new concreting plant for this lock was brought into operation in the spring of 1916. It consists of two 2-cubic-yard batch mixers located at the north end of the

lock, with an overhead equipment for the handling of stone, sand and cement directly from the cars. The mixed concrete goes from the mixers into bottom-dumping buckets on flat cars, which are hauled by locomotives to travelling derricks which place the concrete in the walls.

The mitre sill of lock No. 2 will be at elevation 259, and the height of the various 60-foot monoliths in the lock walls to date is as follows:—

Monolith No.	Elev. No concrete.	Monolith No.	Elev. No concrete.
1 W.		1 E.	
2 W.	247·0	2 E.	247·0
3 W. to 9 W. (incl.).	259·0	3 E.	259·0
10 W.	265·0	4 E.	253·3
11 W.	259·0	5 E.	252·7
12 W.	296·0	6 E. to 11 E. (incl.).	259·0
13 W.	261·0	12 E.	260·0
14 W.	301·5	13 E.	259·0
15 W.	259·0	14 E.	286·5
		15 E.	256·5

The cross tunnel below the breast wall and a section of the lock floor between monoliths 15E. and 15W. were built during the fall of 1915.

No further work has been done on the breast wall at the head of the lock during the past year. This wall is at present built to elevation 295·5, there remaining a lift of about 10 feet to complete it.

Concreting in the upper entrance walls progressed steadily during 1915, operations for the season being suspended on December 22.

The upper west entrance wall, which is of gravity section 722·5 feet long, with flare wall, was completed during August, with the exception of the forebay monoliths. The east wall, of gravity section, 333 feet long without flare wall, has no completed monoliths as yet, monoliths 2, 3, 4, and 5 being 18 feet below coping elevation; monolith 6, 12 feet; and monolith 7, 6 feet. No work has been done on the east wall since August, 1915, but it will be completed when, for any reason, the contractors are delayed in their operations on the lock walls. These entrance walls are founded on round piles driven through stiff material to refusal.

All of the piling for the foundation of the upper forebay has been driven, except a small area occupied by the contractors' concreting plant, and concreting is now in progress on the monoliths of the forebay walls which will connect the upper entrance walls with the lock walls.

One small steam shovel was employed during the past season excavating the channel for regulating weir on the east side of lock No. 2, the material being disposed of, by means of dump wagons, in the east watertight embankment above the lock. This excavation was completed in October.

Lock No. 3.—The site of this lock is about two and one-half miles south of lock No. 2, and immediately north of the present canal, which the ship canal will cross at this point. The construction of the foundation will be very similar to the construction of that of lock No. 2, as the conditions as regards nature of materials, depth to rock, grouting of foundations, etc., will be very much the same.

The driving of steel sheet piling, preliminary to the excavation of the breast wall pit at the head of the lock started in June, 1915, and was completed during September. The material encountered was somewhat similar to that found at lock No. 2, namely, blue clay of variable texture for some depth from the top, then sand and hard-pan. In the east half of the pit the 45-foot lengths of piling were of sufficient length to reach the hard-pan foundation, but in the west half a soft sandy clay was encountered below this level, and additional 11-foot 3-inch lengths of piling were driven, on top of the long piles, forcing the latter down to rock foundation. Considerable difficulty was experienced from the flow of water into the pit, as, although small in quantity, it carried sand with it, but this was overcome by confining it to a sump at the west end, and from there pumping it into the present canal during the construction of the

breast wall. On account of the stiff nature of the blue clay in the upper part of the pit it was found impossible to excavate by means of a clam shell, which had been rigged for the purpose, and the excavation was, therefore, carried on by hand. This was completed during the summer, after which the underlying shale foundation was drilled and grouted, and concreting in the pit commenced November 2 and continued until February 16, by which time the wall was within 3 feet of the ground surface. Steam and tarpaulins were employed during freezing weather and no trouble experienced from frost. No further concrete operations will be carried on at lock No. 3 during the present season as the lock pit excavation will not be completed till late in the fall, and the contractors intend concentrating all their efforts on the construction of lock No. 2.

Miscellaneous.—Owing to the soft nature of the blue clay in the deep cutting near the village of Homer, a double row of round piles was driven along the berm with a view to protecting the bank against movement and possible slides in this material. This work was carried out by the contractors during the past season, piles being driven for a distance of 900 feet on the east berm and 600 feet on the west berm at 6-foot centres, with an average penetration of about 26 feet.

Sodding of canal banks and sides of drainage ditches has progressed during the year, and considerable fencing along the canal right of way has been completed.

Some concrete protection to slopes of banks at the water-line has been placed.

The bearing piles required in the foundation of bridge No. 4, which will carry the Queenston road over the canal at the village of Homer, were all driven in the fall of 1915 and the concreting in the abutments commenced October 26 and was continued until the latter part of December. Work was resumed during May and the abutments are now well advanced toward completion.

Progress diagrams of this section show that 45 per cent of the contract is completed to date and that the contractors are about twelve months behind the schedule which would enable them to complete the contract on the specified date, viz., March 31, 1917.

Section No. 3.

Section No. 3.—Comprises all work between station 380 and station 490, about two miles.

Contractors.—Messrs. O'Brien & Doheny and Quinlan & Robertson, Montreal, Que.

Work Involved.—Excavation of canal prism and lock sites, comprising the removal of approximately 2,700,000 cubic yards of rock and 3,400,000 cubic yards of earth; construction of twin locks in flight Nos. 4, 5, and 6; single lock No. 7, and masonry for guard gates, involving the placing of 1,250,000 cubic yards of concrete masonry; building of large earth dam with concrete corewall at head of flight locks; diversion of Welland division and main line of Grand Trunk Railway; crushing and furnishing of about 1,000,000 tons of crushed stone to contractors for sections Nos. 1 and 2; and other miscellaneous works.

As stated in my last annual report, the railway diversions referred to are completed and the new lines now in regular operation.

The excavation of the canal prism and lock sites has been carried on almost continuously by the contractors during the past year with eight steam shovels and a large equipment of engines, dump cars, etc., two large steam shovels having been added to the contractors' excavating equipment during the war. Of the total estimated quantity of material to be excavated on this section, to date 1,950,000 cubic yards of earth and 1,100,000 cubic yards of rock have been removed.

The general progress of excavation on the section may be indicated as follows:—

From the north end of the section to the foot of twin locks No. 4, a distance of about 2,000 feet, the excavation is entirely in earth, the estimated quantity of material to be removed in this area being about 1,000,000 cubic yards. The contractors commenced work in this material in June, 1915, with one steam shovel, another shovel being added later in the season. One shovel has been operating in this area since the opening of the present season's work, and to date 250,000 cubic yards of earth have been excavated, the material being hauled to lake Ontario over the construction railway and disposed of in the east harbour embankment.

Twin Locks No. 4.—On the site of these locks practically all of the excavation to date has been in earth as there is a large amount of clay overlying the rock. After this earth excavation is completed there will remain about 60 feet of solid rock excavation at the south end of the lock, this diminishing to about 20 feet at the north end, before the grade of the locks is reached. It is anticipated that considerable of this rock will be of a quality suitable for crushing for concrete, but there will be a large quantity of unsuitable shale and it is required in the contract that this material shall be hauled to lake Ontario and deposited as stone protection along the slopes of the harbour embankment; 210,000 cubic yards of earth have been removed to date, the material being dumped as filling in the valley of the ten-mile creek on the east side of the canal.

Twin Locks No. 5.—The overlying earth material (84,000 cubic yards) has all been removed from the site of these locks, and rock excavation has been continuously under way since January, 1915. To date, 590,000 cubic yards of rock have been excavated, the good rock being sent to the crushing plant, and the poor wasted in the valley of the ten-mile creek.

Twin Locks No. 6.—135,000 cubic yards of earth, overlying the rock, were excavated from the site of these locks, and the machines have been continuously engaged in rock excavation during the past year. The east lock chamber is now complete to grade and the west chamber almost to grade, 270,000 cubic yards of rock having been removed, the bulk of it going to the crusher or into storage piles to be crushed later.

Reach between Twin Locks No. 6 and Single Lock No. 7, 2,000 feet. This area required little excavation except at the foot of lock No. 7 where the rock crops up, and has been utilized principally as a quarry for the excavation of large pieces of stone. The contractors for section No. 3 quarry this stone and load it on to cars supplied by the contractors for sections Nos. 1 and 2, who haul it to their works and use the stone as fillers or "plums" in their concrete.

To date, about 65,000 tons of "plums" have been excavated for use on sections Nos. 1 and 2.

Single Lock No. 7.—About 50 feet in depth of clay (240,000 cubic yards) has been removed from the site of this lock, to rock surface, elevation 545, grade of the lock chamber being 491·5. No rock excavation has been carried on as yet. It is anticipated that about 18 feet in depth of the rock from this site, being a hard gray limestone, will be of good quality for concrete. The underlying rock is not of the best quality and will probably be wasted.

Reach between Lock No. 7 and Guard Gates.—One shovel was employed here during the whole of last season excavating earth to rock surface, 278,000 cubic yards of clay having been removed to date. The amount of rock excavation here will be comparatively small as the rock slopes down below canal grade at about the middle of this area. The excavated material has all been used in the watertight embankment for the high dam at the head of locks No. 6.

Guard Gates to South end of Section.—No work had been done between these points until May, 1916, when the contractors started one steam shovel excavating clay. There is about 40 feet of earth and rock excavation here, with the clay overlying the rock to a depth of approximately 25 feet. This material is being disposed of in the dam at head of locks No. 6 and will also be utilized for back-filling behind lock and entrance walls. The underlying rock is limestone of good quality and will be available for concrete this fall.

Drilling and Channelling.—The three large Keystone and three Cyclone drills, operated by electricity, have worked throughout the year drilling blast holes for the heavy rock excavation on the sites of locks Nos. 4, 5, and 6; a number of tripod drills, air driven, have also been employed close drilling along side walls for gate recesses; shallow drilling to grade in lock No. 6, and drilling in the "plum" quarry at the lower entrance to lock No. 7.

The four channelling machines have also operated steadily in locks Nos. 5, 6, and 7, making cuts along the side walls to the final lines of excavation and for the breast wall and cross tunnel trench at the head of locks No. 6. This method of obtaining a good vertical face without danger of shattering and disturbing the rock outside of the contemplated side lines is proving very satisfactory, especially in view of the variable nature of the rock encountered in the excavation. These machines average about 180 square feet of channelling per 10-hour day.

The blasting operations of the contractors have been carried on in such a way as to give cause for very little further complaint from residents in the vicinity.

Rock Crushing Plant.—The crushing plant erected by the contractors, under the their contract, to crush rock from the excavation for use as concrete aggregate on sections Nos. 1 and 2, has operated fairly satisfactorily during the year and sufficiently to cause no delay in the supply of crushed stone to the sections mentioned. Some delays in the operation of the plant have occurred by reason of accidents to machinery and necessary changes in equipment with a view to obtaining a more satisfactory product, but, as events have developed, it is not anticipated that, with the output of the crusher and the supply from the large stock pile of crushed stone which has been formed, there will be any shortage of stone for sections Nos. 1 and 2 in their operations during the present season.

During the delays in the operation of the crushing plant, rock from the excavation has been disposed of in storage piles in the vicinity, and considerable of this rock was later rehandled and put through the crusher.

The stock pile of crushed stone has been added to considerably during the year and contains at present approximately 150,000 tons of stone.

Crushed Stone.—The quality of the rock excavated from the sites of locks No. 4, 5, and 6 has not turned out as satisfactory as was hoped, and for the past few months no rock of sufficiently good quality to be crushed for concrete has been excavated. Preparations are now being made to excavate and crush the good rock which is exposed on the site of lock No. 7, and a shovel has been started stripping the clay overlying the rock south of the guard gates. There is quite a considerable quantity of excellent hard limestone in this portion of the canal prism, which will be available for crushing during the autumn months.

During the fall and winter of 1915-16 the crusher was kept going to a partial extent by crushing the rock which had been placed in storage during 1915 at times when the capacity of the crusher was not equal to that of the excavating machines. Only a small portion of this now remains to be crushed.

Washing Plant.—On account of the large amount of shale and dirt which is mixed with the rock as it comes from the excavation and of the difficulty in adjusting the

crushing plant in such a way as to properly eliminate same, it was decided last fall to build a plant immediately adjoining the crusher for the purpose of washing the crushed stone. This work was carried on during the fall and winter and the plant is now in operation. It is proposed to wash all the crushed stone in the present stock pile, and any stone which in future may require it immediately after it is put through the crusher. The washing plant has been designed so that stone from the stock pile can be dumped into a hopper located at one side of the plant and be carried up by a bucket conveyor to the washers, and on the other side stone can be brought on a belt direct from the crusher to the washers. Cylindrical washing machines were first experimented with in washing the stone, but these were not satisfactory and were expensive to operate, and gravity chutes, of our own design, have been substituted; as the stone passes down these chutes it is thoroughly sprayed with water. This method of washing is operating very satisfactorily and producing a good concrete stone. A gravity water supply for washing the stone is obtained from the present canal immediately above lock No. 24 through a 12-inch cast-iron pipe-line, and the waste water is carried to the Ten-mile creek, after depositing its burden of sludge in a settling basin in low ground near the plant.

Dam at Head of Locks No. 6.—This dam, which will be 75 feet at its highest point and 3,300 feet long, extending from the head of locks No. 6 across the present canal to the high ground on the east side, forming a pondage of 84 acres for regulating the supply of water to the flight locks, is built with concrete core-wall and selected material from the excavation to form a thoroughly watertight embankment. The excavated material is dumped outside the dam site along both sides and rehanded into the dam by means of two drag-line excavators fitted with clam shell buckets. These machines have operated steadily during the working season rehandling 149,000 cubic yards of material into the dam, and for a length of 700 feet the dam is now built up to within 10 feet of final elevation, the other sections being in a lesser stage of advancement. Dredged material from section No. 5 is being brought down the canal in scows and dumped on the site of the dam across the pond above lock No. 19 of the present canal. For this purpose the towpath bridge above lock No. 19 was removed and a floating bridge put in its place to enable the tugs and scows to get through into the pond.

A row of triple lap sheet piling, overlapping the concrete corewall about 50 feet, is being driven between the end of the corewall and the weir at lock No. 19 as a cut-off under this portion of the dam, and this piling will eventually be carried across the canal to the east end of the dam.

Concreting in Entrance Walls.—Concreting operations on the upper entrance walls to locks No. 6 and upper east entrance wall to lock No. 7 were carried on during the season of 1915. The upper west entrance wall of locks No. 6 was entirely completed; also the upper east entrance wall, with the exception of a small portion at the south end. Portions of the upper forebay walls of locks No. 6, including some of the gate recesses, were also built during 1915. The west entrance wall is built on a natural clay foundation, with the toe, however, carried down to rock in a 6 foot trench, while the east entrance wall, on account of the greater depth of the rock surface, was built on a pile foundation.

A 2-cubic yard drum mixer was used in the construction of these walls, the concrete being placed by means of buckets handled by derricks. The mixing plant used is being superseded by a new arrangement not yet completed.

For concreting the upper entrance walls of lock No. 7 and the guard gates, the contractors built a travelling tower, somewhat on the lines of that in use on section No. 1, which moves along close to the face of the wall to be built, on tracks laid on the bottom of the canal. The concrete is elevated in the tower and spouted by means of a short movable spout to its desired place in the wall.

Concreting in the upper east entrance wall commenced on November 17, 1915, and was carried on until December 14.

No concrete has been placed on section No. 3 so far this season.

Pondage at Head of Lock No. 7.—The construction of watertight embankments to form pondage at head of lock No. 7 was completed last season; also the two short reinforced concrete bridges to carry existing roadways over the pondage, macadamizing of roads, fencing, etc.; and the culvert under the canal was blocked and the waters of this portion of the Ten-mile creek are now absorbed in the present canal. The resulting 20 acres of pondage will be of service in equalizing levels when the ship canal is in operation.

Bridge No. 9.—The erection of the steel swing span to carry the Niagara, St. Catharines and Toronto Railway over the canal at the site of the guard gates south of Thorold, under contract to the Hamilton Bridge Works Company, Limited, has been completed and the railway will shortly be turned over the new structure.

Progress diagrams of work on this section indicate 28 per cent of the contract completed to date, and that the contractors are about eighteen months behind the schedule which would enable them to complete the contract on the specified date, viz. March 31, 1917.

Section No. 4A.

Section No. 4A.—This section comprised certain small pieces of work which were to have been included in the contract for section No. 4, but which could not be deferred when it was decided to postpone the letting of further general contracts.

Contractors.—Messrs. Maguire & Cameron, St. Catharines, Ont.

All work under this contract was completed in 1915 and the different structures brought into use.

The final estimate for this section totalled $75,284, which is over $12,000 less than my original estimate.

Section No. 5.

Section No. 5.—Comprising all work between Allanburg and Port Robinson, a distance of 2·6 miles.

Contractors.—The Canadian Dredging Company, Limited, Midland, Ont.

Work Involved.—Excavation of approximately 5,400,000 cubic yards of earth and 75,000 cubic yards of rock; construction of concrete substructure for bridge No. 13; concrete protection to banks, and other miscellaneous works.

This section covers that portion of the present canal through what is known as the "deep cut" between Allanburg and Port Robinson, which is to be widened on the west side and deepened to the new dimensions. The rock to be excavated is in the channel below the grade of the present canal near Allanburg.

The bulk of the excavated material is being disposed of on low-lying lands on the west side of the canal below Allanburg, including the bed of the old canal. To accomplish this, long embankments have been built with dry material excavated from the section by steam shovels, enclosing areas of low ground, and these areas are being filled to towpath level by a hydraulic dredge. The material excavated by the dipper dredges in widening and deepening the section is dumped in front of the hydraulic dredge, which transfers it to these areas. The excess water, after settlement, returns to the canal in a fairly clear condition. This method will reclaim and render valuable a considerable extent of otherwise practically worthless land.

The dry excavation on the section is nearing completion, there remaining only about 50,000 cubic yards to be removed by the steam shovels. Four 60-ton shovels were employed last season until September, working day and night shifts, and since that time three shovels have been operating, working days only, as weather permitted, about 900,000 cubic yards of material having been removed during the year.

The dredging plant consists of three dipper dredges, one clam-shell dredge, one 20-inch hydraulic dredge, and one drill boat, together with the necessary complement of tugs, scows, etc.

During the year, the dipper dredges *Monarch*, *Sydenham*, and *Chief*, and the clam dredge *Leland*, have operated in the canal prism, and removed approximately 780,000 cubic yards of material. The greater part of this was taken to the pumping basin (which was excavated in the canal bank early last season) and dumped in front of the hydraulic dredge *Primrose*, which has worked day and night pumping the material into the north and south ponds between the present and the old canals. Of the balance a small portion was taken to lake Erie and the rest dumped directly from scows in the south pond, to which entrance was gained by a cut through the towpath of the present canal.

The drill-boat *Rock King* commenced work on September 1, 1915, drilling and blasting the rock in the bottom of the canal prism near Allanburg, and continued till December 24, when work was closed down for the winter. Operations were started again on May 1 of the present year. About 27,000 cubic yards have been drilled and blasted, of which approximately 14,000 cubic yards were removed during the season of 1915 by the dipper dredge *Monarch*. This was disposed of in lake Erie and in the pond near lock No. 19 of the present canal on the site of the dam at the head of locks No. 6 on section No. 3. The rock has been found very refractory and acts very badly from a contractor's standpoint.

In order to reduce the length of discharge pipe from the hydraulic dredge *Primrose* required to fill the north pond, a new pumping basin was excavated about three-quarters of a mile north of the old basin, in which the dredge is now working.

Work on concrete protection to banks was commenced in August, 1915, on the west side of the canal at Port Robinson, and 2,300 lineal feet have been completed. A concrete boat-landing and stairway was also constructed immediately north of bridge No. 13 at Port Robinson. The canal has now been widened at this place and the completed work has a very good appearance.

In an endeavour to prevent slides in soft material a row of piles was driven along the berm on the west side between station 742 and station 772, in the same way as described on section No. 2.

Trimming and sodding of the excavated slopes has been carried on during the year, as weather condition of the slopes permitted.

Bridge No. 13.—This structure having a clear span of 200 feet will take the place of the present highway bridge at Port Robinson. The substructure will consist of two main wing abutments with a small approach abutment on top of the bank on the west side. Work on the foundation for the west abutment was commenced in July, 1915. The pit was excavated to a depth of 12 feet, after which triple-lap sheet piling was driven around the site to form a cofferdam to hold out both clay and water. Before further excavation was carried on, bearing piles, of which 411 are required for this abutment, were driven within the cofferdam through blue clay, sand and hard-pan. A long follower was used and the pile heads were driven to grade. Pile-driving was completed early in the present season and the excavation of the pit is now being proceeded with. No work has been done on the east abutment to date.

A fire on June 2, 1915, of unknown origin, although probably started by a locomotive cinder, destroyed the building, with the exception of the outside walls, which was in use as office quarters for the staff on this section. All of the records were saved, and the greater part of the other miscellaneous contents. During the summer the building was rebuilt, and reoccupied in October.

CONSTRUCTION RAILWAY.

Progress diagrams indicate 52 per cent of this contract completed to date.

Construction Railway.—This is a double-track line paralleling the canal from lake Ontario to the lower end of section No. 3, a distance of about 7½ miles, built by the department, complete with block signal and telephone despatching systems, for the purpose of hauling excavated material from sections Nos. 1, 2 and 3 to the harbour embankments in the lake, and for the hauling of crushed stone and "plums" for concrete from section No. 3 to sections Nos. 1 and 2.

The railway has been in continuous operation during the past year, and during the working season was taxed nearly to capacity by the large amount of traffic passing over it. During the year covered by this report 1,700,000 cubic yards of excavated material have been handled over the railway to the harbour embankments, 270,000 tons of concrete stone hauled to section Nos. 1 and 2, together with considerable material deposited as back-fill behind lock and entrance walls, and other miscellaneous freight. As an instance of the volume of traffic handled over the railway during the busy season, in the month of July, 1915, 5,917 trains, including both loaded and return empties, were moved, this averaging 228 trains per day, or one train every six minutes day and night. As many as 360 trains have been handled over the line in one day of twenty-four hours.

A section gang has been employed maintaining the track and roadbed in a state of efficiency; and during the year the whole operation of the railway has progressed very satisfactorily. In spite of the heavy traffic no accidents have occurred, outside of a few of a minor nature entailing no serious results.

Sand.—As stated in my last year's report, the problem of obtaining a first-class sand was an exceedingly difficult one to solve, and the variable nature of the sand which was being obtained from the St. David's pits caused an endless amount of trouble to ourselves and to the contractors.

There were rumours of a sand deposit in lake Ontario, near the mouth of the Niagara river, but the contractors had already investigated so many alleged sand deposits in the lake that they did not think it worth while trying any more. As the sand problem was quite serious at the time, and as the contractors claimed that no really suitable sand was available outside of the pits which they controlled, I decided that while there was any chance of lake sand being obtained every effort should be made to locate suitable deposits. I therefore rented a small sand-pumping outfit and a tug fitted with a small water jet and had the mouth of the Niagara river thoroughly investigated, with the very pleasing result that an enormous deposit of sand was located. This deposit was investigated far enough to show that there was at least sufficient of good quality to supply all the requirements of the ship canal.

A considerable quantity of the sand examined was found to be too fine for concrete work, but there was also a very large quantity of coarser sand. All the information obtained was handed over to the contractors, and they immediately rented an outfit to investigate this sand deposit, and satisfied themselves as to the quantity and nature of the material. They then entered into a contract with La Cie Generale d'Entreprises Publiques, and this company, since May, 1916, has been supplying sand from this locality and delivering it into a large bin erected on the harbour embankment at Port Weller. Occasionally, at first, parts of scow loads of sand would be of a rather fine character, but the quality has been steadily improving and at present a splendid sample of clean sharp coarse sand is being delivered, and the sand problem is now considered to be settled and should give no further cause for worry during the continuance of the work.

Pipe-line for Water Supply.—The experimental 300-foot section of reinforced concrete pipe, 48-inch diameter, mentioned in my last annual report, was built at Port Colborne and some tests made on it. As, however, the waters of the Welland river cannot be turned into the canal until section No. 7 and other sections on the summit level are well under way, and as the contracts for these sections have not yet been let, and in view of the shortage of labour and high price of material, it will be in the best interests of the department to allow the pipe-line construction to stand over until such time as the main contracts on the summit level are awarded.

Miscellaneous Contracts.—The only miscellaneous contracts of any importance awarded during the year are as follows:—

September 25, 1915.—W. E. Dillon & Co., Toronto, supply and delivery of 400 sections of metal cut-off for expansion joints.

February 23, 1916.—Standard Clay Products, Ltd., St. Johns, Que. Supply and delivery of 56,400 duct feet of vitrified clay conduit for electrical installations in lock chambers.

May 15, 1916.—Peck Rolling Mills, Ltd., Montreal, supply and delivery of 3,679 steel anchor bolts (550,135 pounds) for floor of lock No. 1.

All of these have been satisfactorily completed.

Staff.—The following is a full list of members of the staff who have been granted leave of absence for overseas military service:—

R. C. Morgan	Transitman,	Head office.
H. M. Campbell	Draughtsman	"
G. M. Hamilton	"	"
A. W. L. Butler	Assist. Engineer	"
J. W. Perkins	Draughtsman	"
Roy G. Sneath	"	"
D. Lauder	Chauffeur	"
J. B. McAndrew	Instrumentman	"
J. F. Pringle	Assist. Engineer	"
O. W. Ross	Transitman	"
A. G. Riddell	Mechanical Engineer	"
W. Kiddell	Picketman, Survey Party.	
C. J. Swift	Instrumentman, Section No. 1.	
W. W. Wallace	Leveller	"
E. O. Holt	Rodman	"
F. Ellis	Axeman	"
St. B. Sladen	Instrumentman	"
H. Wallace	Inspector	"
E. R. Bradley	Rodman	"
C. W. Tilbrook	Inspector	"
H. S. Clark	Instrumentman, Section No. 2.	
S. Dicks	Rodman	"
J. Richards	"	"
M. J. Gordon	Leveller	"
F. N. Waite	Rodman	"
R. A. Bradley	"	"
E. P. Muntz	Assist. Engineer	"
J. C. Ball	" "	Section No. 3.
D. Clark	Time-keeper	"
R. Raynor	"	"
D. C. Spears	Rodman	"
R. E. Smythe	Instrumentman	"
S. F. Speck	Inspector	"
M. B. McLean	Instrumentman	"
H. Barrett	Axeman	"
L. Battle	Stenographer	"
J. F. Rees	Chainman	"
I. H. Dawson	Assist. Engineer, Section No. 5	
L. B. Adams	Transitman, Section No. 9.	
T. E. Jones	Operator, Con. Railway.	
E. C. Harris	" "	
(Killed in England during Zeppelin Raid.)		
Phillip Brett	Operator, Con. Railway.	
(Invalided home.)		

In addition to the above, eighteen members who were not eligible for leave have resigned and joined the overseas forces.

Others have resigned in order to better their positions, with the result that the remaining members of the staff, even with the assistance of new hands taken on since the outbreak of the war, find it very difficult to keep pace with the progress of the work.

I am, sir,

Your obedient servant,

J. L. WELLER,
Engineer in Charge.

REPORT OF SUPERINTENDING ENGINEER, WELLAND CANAL.

St. Catharines, June 30, 1916.

Sir,—I have the honour to submit my annual report on the maintenance and operation of the Welland canal and its branches for the fiscal year ended 31st March, 1916.

NAVIGATION SEASON.

The canal opened to navigation on the 15th April, and closed to through navigation on the 15th December, 1915. It was arranged, however, to pass the steamer *Hamiltonian* through on the 17th and 18th of December. The canal between Port Colborne and Welland remained open until the 22nd of December, and between Allanburgh and lock 19, until the 1st January, 1916.

ACCIDENTS.

There were no accidents or breaks of any importance.

On the 22nd November, 1915, the steamer *H. G. Dalton* downbound, received some minor injuries through striking a ridge of rock a short distance south of Allanburgh bridge, turned up by a dredge working on section No. 5 of the Welland ship canal.

Bridge 11, carrying the Welland division of the G. T. R. over the canal a short distance south of Thorold, was slightly damaged by a car being derailed. Repairs were made by and at the expense of the railway company.

SLIDES.

The remainder of the slide, which occurred on the 4th December, 1914, in the westerly bank of the summit level, about one-half mile north of the air line railway bridge, was removed shortly after the opening of navigation by the Canadian Dredging Company, a contract with them having been entered into.

IMPROVEMENTS—NEW CANAL.

At the opening of the 1916 season of navigation the Gowan lock gate safety device had been installed on the head gates at locks Nos. 5, 7, 9, 10, 17, 18, 19, 20, 21, 23, and 24.

During the summer, a bracketted sidewalk, 6 feet clear width, was erected on the Niagara Street bridge over the canal, in the city of St. Catharines.

IMPROVEMENTS—OLD CANAL.

The steel highway swing bridge, known as Marlatt's bridge, over the old canal, the work on the ship canal having rendered it of no further use, was moved down by scow to a new crossing over the old canal at Lyndon street, Thorold, and placed on concrete piers built to receive it. A fixed span of reinforced concrete was built at each approach. As the reinforced concrete floor slab of the steel bridge is still uncompleted, the bridge has not yet been opened to traffic.

PORT COLBORNE.

The government grain elevator in 1915, for the first time since its erection in 1908, showed a decrease in business, due to scarcity of canal tonnage and to shortage

in ocean bottoms out of Montreal, caused by war conditions; 28,733,822 bushels of grain were received as against 38,604,140 bushels in 1914 and 21,441,826 bushels in 1913. The net earnings were $73,093.14 as compared with $103,822.49 the previous year and $53,047.06 in 1913.

The addition to the elevator, giving a total storage capacity of two million bushels, was completed during the year.

REPAIRS—NEW CANAL.

Ordinary repairs to the structures on the new canal were carried out as usual. The wooden floor of the highway bridge carrying Ontario street over the by-pass to lock No. 3 weir was replaced by a reinforced concrete floor slab supported on steel I-beams. The wooden float connecting the harbour at Port Dalhousie with the by-pass below lock No. 1 weir was replaced by a wooden, single-leaf, hinged, foot bridge. The superstructure of the wooden bridge supported on bents carrying the travelled highway over the by-pass leading to lock No. 1 weir was renewed in wood. The stone abutments of the heelpath bridge at the head of lock No. 8, which were undermined and in an unstable and tumble-down condition, were rebuilt partly in concrete and partly in masonry; the centre pier, which also was ready to fall over, was removed, and the two fixed spans were replaced by a wooden float suitable for foot traffic. Foot bridges over the weirs at locks Nos. 13, 14, 17, and 22, and a road bridge over lock No. 15 weir, which were decayed and unsafe, were renewed by reinforced concrete bridges during the year. Lock No. 20 was unwatered in March, 1916, and the foundations of the upper and lower recesses, which has been undermined, repaired in concrete. Lock No. 21 was also unwatered during the spring of 1916 and repairs in concrete made to part of the foundation of the lower recess, where a leak of considerable size had developed.

REPAIRS—OLD CANAL.

The old canal was unwatered from the 6th June to the 16th June, inclusive, and repairs were made to the underwater structures. Mill owners took advantage of the unwatering and made necessary repairs. The usual repairs to the works on the old canal were made during the year. Foot bridges over the weirs at locks Nos. 8, 9, 10, and 11, which were in an unsafe condition, were replaced by reinforced concrete bridges.

The work which was begun the previous year, of building a reinforced concrete bridge of fixed span to replace the highway swing bridge over lock No. 24, old canal, at Thorold, was completed.

A reinforced concrete foot-bridge was built over the hydraulic race in St. Catharines, near lock No. 4, replacing a wooden bridge which was decayed and in a bad state of repair.

The wooden spillway connecting hydraulic races Nos. 2 and 3 near the Canada Hairecloth Company's plant, which was in a bad state of repair, was renewed.

The city of St. Catharines completed the St. Paul Street high-level bridge over the old canal. It is a steel structure of nine spans founded on concrete piers.

WELLAND CANAL FEEDER.

The freshet in the Grand river this spring (1916), did considerable damage to departmental works at Dunnville. The principal damage was caused by ice, which was very heavy. The water did not reach the height it did in the 1912 and 1913 floods. Two bents or three spans of the highway bridge over Sulphur creek, and two bents, four spans of the long bridge or dam were carried out, completely interrupting vehicular traffic. Several gates of the dam and flash boards of the weirs were also washed

away. Considerable damage was also done to the remaining bents and foundation cribs. About 550 lineal feet of a new reinforced concrete "L" post railing along the embankment were very badly damaged. A reinforced concrete platform on the northerly side of the Dunnville lock connecting the easterly and westerly recesses was built, replacing the old wooden platform which was badly decayed and unsafe.

The easterly highway swing bridge (wood) over the feeder at Stromness was replaced by the swing bridge (iron bottom chords) which was formerly over the old canal immediately below Allanburgh lock (lock 26), being rendered available by Welland Ship Canal work, and the decayed wooden centre pier and abutments were renewed in concrete.

The feeder junction waste weir, which became undermined by a leak under the breast-wall, was repaired, necessitating the unwatering of the feeder for several weeks. The large hole caused by the leak and the aprons were concreted. The road bridge at this weir was renewed in wood; the wooden valve stringers were replaced by reinforced concrete beams and new valve winches installed.

GENERAL.

The water in lake Ontario during the 1915 season of navigation averaged 1·03 feet lower, and that in lake Erie 0·48 foot lower than during the 1914 navigation season.

Owing to the war, military forces continued to guard vulnerable points on the present canal.

The following superannuated employees died during the year:—George Thompson, Bart. O'Leary, T. L. M. Tipton, Michael Corcoran, Frederick Lay, Alexander Hannah, Terrance Johnson, Charles H. Collier.

Attached is a statement of moneys collected for fines and for damages to canal property by different vessels, etc.; also a statement showing the highest and lowest recorded depths of water for each month on the mitre sills of the locks at Port Dalhousie and Port Colborne.

Respectfully submitted,

L. D. HARA,

Acting Superintending Engineer.

WELLAND CANAL.

Statement showing the highest and lowest depths of water on the lower mitre sill, lock No. 1, new Welland canal, Port Dalhousie, for the fiscal year ending March 31, 1916:—

Months.	Lower Sill.		Months.	Lower Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1915	Ft. In.	Ft. In.		Ft. In.	Ft. In.
April	15 2	15 1	October	15 6	15 0
May	15 3	15 1	November	15 0	13 11
June	15 3	15 1	December	14 9	14 5
July	15 3	15 1	1916		
August	15 8	15 4	January	15 5	14 7
September	15 7	15 4	February	15 5	15 3
			March	15 8	15 4

SESSIONAL PAPER No. 20

Statement showing the highest and lowest depths of water on the upper sill, lock No. 26, new Welland canal, Port Colborne, for the fiscal year ending March 31 1916:—

Months.	Upper Sill.		Months.	Upper Sill.	
	Highest.	Lowest.		Highest.	Lowest.
1915	Ft. In.	Ft. In.		Ft. In.	Ft. In.
April	13 10	12 8	October	14 10	13 6
May	14 8	12 11	November	16 7	12 11
June	14 7	13 2	December	14 10	10 3
July	15 2	13 0	1916		
August	15 0	13 4	January	15 9	12 6
September	16 5	13 3	February	15 2	12 10
			March	14 4	12 1

Statement of moneys collected for fines and damages caused to canal property by vessels, etc., during the fiscal year ended March 31, 1916:—

Date of fine or damage.	Name of Vessel.	Amount of fine or damage.	Amount paid.	Date paid.	Where paid.
1890		$ cts.	$ cts.	1915	
Sept. 7	Str. "T. D. Stimson"	4,509 55	1,000 00	July 8	Pt. Dalhousie.
	.....	.....	1,000 00	" 11	"
	.....	.....	500 00	Aug. 12	"
	.....	.....	250 00	" 25	"
	.....	.....	250 00	Sept. 3	"
	.....	.....	250 00	" 15	"
	.....	.....	250 00	Oct. 6	"
	.....	.....	250 00	Nov. 18	"
				1916	
	.....	.....	250 00	Jan. 10	"
	.....	.....	259 55	" 18	"
	.....	.....	250 00	Mar. 7	"
1914				1915	
July 23	Dredge "C. M. Hall"	8 68	8 68	May 13	"
" 27	Str. "Sarnor"	2,180 98	2,001 11	Aug. 31	Department.
Aug. 11	" "J. W. Nicholas"	27 91	27 91	May 13	Pt. Dalhousie.
" 25	" "J. B. Ketcham 2nd"	12 16	12 16	June 1	"
Oct. 4	" "Rock Ferry"	14 07	14 07	" 23	"
1915					
April 19	" "Wahcondah"	8 75	8 75	" 1	"
" 28	" "Keywest"	17 86	17 86	" 10	"
" 29	" "Calgarian"	8 60	8 60	Sept. 7	"
May 5	" "Saskatoon" (fine)	10 00	10 00	June 14	"
" 25	" "Natironco"	28 25	28 25	Dec. 30	"
" 28	" "Byron Whitaker"	20 89	20 89	Sept. 17	"
" 30	" "John Sharpless"	147 91	147 91	Oct. 30	"
June 2	" "Ogdensburg"	18 20	18 20	Dec. 27	"
" 14	" "Rochester"	14 54	14 54	Sept. 16	"
" 15	" "E. L. Fisher"	19 30	19 30	" 13	"
July 8	Brg. "Hamilton"	21 73	21 73	Oct. 4	"
" 15	Confederation Const. Co	13 25	13 25	Nov. 6	"
Aug. 2	Str. "H. G. Dalton"	13 87	13 87	Sept. 10	"
" 6	" "Keybell"	21 35	21 35	Oct. 29	"
Nov. 17	" "Veronica"	25 75	25 75	Dec. 11	"
				1916	
" 19	" "Keywest"	11 17	11 17	Feb. 4	"

REPORT OF THE SUPERINTENDING ENGINEER, SAULT STE. MARIE CANAL.

SAULT STE. MARIE, April 6, 1916.

SIR,—I have the honour to report upon the maintenance and operation of the Sault Ste. Marie canal for the fiscal year ending March 31, 1916.

The canal was opened for traffic on April 13, and closed on December 16, having been in operation for 248 days.

The traffic passing through the St. Marys river during 1915 was much greater than the year before, but not as great as the season of 1913. The freight traffic through the Canadian and United States canals during the season of 1915 amounted to 71,290,304 tons, an increase of 29 per cent; the passengers numbered 50,336, a decrease of 16 per cent, and the registered tonnage of vessels 56,399,147, an increase of 34 per cent.

The Canadian registered tonnage through both canals amounted to 4,326,402, an increase of 1 per cent; and the freight tonnage carried in Canadian vessels amounted to 4,202,752, a decrease of 14 per cent.

The freight tonnage through the Canadian canal amounted to 7,738,119, a decrease of 72 per cent; the passengers numbered 24,730, a decrease of 19 per cent.

The great falling-off in the traffic through the Canadian canal was caused by the operation of the new "third lock" on the American canal.

Before the opening of the new lock the Canadian canal had an advantage of 6 inches in draught over the American canal, and was the point in the system of navition which governed the loading of vessels. Since the opening of the new lock, the Canadian lock has lost this advantage in draught, and the point which governs the loading draught of vessels is somewhere in the St. Clair river.

ACCIDENTS AND DAMAGES.

The steamer *Glenfinnan* of the Great Lakes Transportation Company, of Midland, Ont., after leaving the dock, upbound, at 9.40 p.m. on April 29, went aground on the north side of the Vidal Shoal cut, about one hundred feet clear of the channel. The accident was caused by the range lights being out and some of the gas buoys, marking the cut, not being in position. The *Glenfinnan* was released at 6.30 p.m. on May 1, after being lightered of 700 tons of package freight. She was leaking in her fore peak tank and her forward tank on the port side, but was able to proceed on her way.

The steamer *Jupiter*, of the Interlake Steamship Company, Cleveland, Ohio, entered the canal, downbound, at 4.30 p.m. on November 2, while a heavy southwest gale was blowing, and owing to the wind and also the current setting around the northwest pier, she was forced against the corner of the pier, striking on the port side about seventy-five feet from her bow. One plate was damaged and the stern of the vessel swung around and grounded on a line with the north side of the pier. She was pulled off with two tugs without difficulty and was able to proceed. No damage was done to the pier.

IMPROVEMENTS.

The work of renewing the top of the lower south pier, which was commenced in 1914, was continued and a further length of 300 feet was renewed by removing the timber cribwork to a point below the water line and rebuilding with concrete walls and a stone filling.

The usual spring work of getting ready for the opening of navigation by overhauling the machinery, painting the lock gates, etc., was carried on; and also the work of cleaning out the lock at the close of navigation.

The floats along the north side of the canal were overhauled and seven new floats, 6 feet in width by 100 feet in length, were built.

The usual reports are attached hereto.

I have the honour to be, sir,

Your obedient servant,

J. W. LE B. ROSS,
Superintending Engineer.

SAULT STE. MARIE CANAL.

COMPARATIVE STATEMENT since Opening of Lock, September 9, 1895.

Season.	1895	Increase or decrease over previous season.	1896	Increase or decrease over previous season	1897	Increase or decrease over previous season.
Period open	Sept. 9	.....	May 7	.....	April 27	.....
	Dec. 6	.....	Dec. 10	.....	Dec. 14	.....
Canadian registered tonnage	125,240	.....	586,571	461,331	398,343	−188,228
United States registered tonnage	623,131	.....	3,810,794	3,187,663	3,406,018	−404,776
Total tonnage	748,371	.....	4,397,365	3,648,994	3,804,361	−593,004
Lockages	698	.....	3,042	2,344	2,976	−66
Vessel passages	1,193	.....	5,189	3,996	4,376	−813
Time passing lock	212 h. 27 min.	.....	984 hr. 22 min.	771 hr. 55 min.	684 hr. 11 min.	−300 hr. 11 min.
Average time lockage	18·26	.....	18·42	.....	13·79	.....
	1898		1899		1900	
Period open	April 11	.....	April 26	.....	April 23	.....
	Dec. 9	.....	Dec. 20	.....	Dec. 16	.....
Canadian registered tonnage	403,331	4,988	561,759	158,428	579,528	17,769
United States registered tonnage	2,354,606	−1,051,412	2,388,441	33,835	1,616,139	−772,302
Total tonnage	2,757,937	−1,046,424	2,950,200	192,263	2,195,667	−754,533
Lockages	2,520	−456	2,610	90	2,205	−405
Vessel passages	3,712	−664	3,820	108	3,163	−657
Time passing lock	609 hr. 30 min.	−74 hr. 41 min.	643 hr. 16 min.	33 hr. 46 min.	541 hr. 24 min.	−101 hr. 52 min.
Average time lockage	14·51	.....	14·78	.....	14·73	.....
	1901	.....	1902	.....	1903	.....
Period open	April 20	.....	April 1	.....	April 2	.....
	Dec. 21	.....	Dec. 20	.....	Dec. 13	.....
Canadian registered tonnage	776,331	196,803	1,366,087	589,756	1,616,385	250,298
United States registered tonnage	1,672,631	56,492	3,238,069	1,565,438	3,145,020	−93,049
Total tonnage	2,448,962	253,295	4,604,156	2,155,194	4,761,405	157,249
Lockages	2,906	701	3,418	512	3,242	−176
Vessel passages	4,243	1,080	5,169	926	4,418	−751
Time passing lock	724 hr. 38 min.	183 hr. 14 min.	925 hr. 57 min.	201 hr. 19 min.	883 hr. 10 min.	−42 hr. 47 min.
Average time lockage	14·96	.....	16·25	.....	16·34	.....

	1904		1905		1906	
Period open	April 30		April 10		April 14	
	Dec. 26		Dec. 20		Dec. 22	
Canadian registered tonnage	1,557,335	−59,050	1,799,336	242,001	1,959,186	159,850
United States registered tonnage	2,673,090	−471,930	3,739,224	1,066,134	4,399,990	660,766
Total tonnage	4,230,425	−530,980	5,538,560	1,308,135	6,359,176	820,616
Lockages	3,012	−230	4,031	1,019	4,152	121
Vessel passages	4,092	−326	5,853	1,761	5,912	60
Time passing lock	811 hr. 28 min.	−71 hr. 42 min.	1,060 hr. 10 min.	249 hr. 10 min.	1,131 hr. 23 min.	70 hr. 24 min.
Average time lockage	16·16		15·79		16·35	
	1907		1908		1909	
Period open	April 22		April 21		April 21	
	Dec. 15		Dec. 15		Dec. 16	
Canadian registered tonnage	2,288,349	329,163	2,556,552	268,203	2,912,586	356,034
United States registered tonnage	9,961,977	5,561,987	7,038,389	−2,923,588	14,899,562	7,861,173
Total tonnage	12,250,326	5,891,150	9,594,941	−2,655,385	17,812,148	8,217,207
Lockages	4,596	440	3,667	−929	5,046	1,379
Vessel passages	6,153	240	5,344	−809	6,420	1,076
Time passing lock	1,362 hr. 08 min.	230 hr. 45 min.	1,258 hr. 35 min.	−103 hr. 23 min.	1,853 hr. 45 min.	595 hr. 10 min.
Average time lockage	17·78		20·59		17·31	
	1910		1911		1912	
Period open	April 12		April 22		April 24	
	Dec. 15		Dec. 13		Dec. 19	
Canadian registered tonnage	3,122,068	209,482	3,089,863	−32,205	3,273,614	183,751
United States registered tonnage	20,227,083	5,327,521	16,242,103	−3,984,980	22,516,040	6,273,937
Total tonnage	23,349,151	5,537,003	19,331,966	−4,017,185	25,789,654	6,457,688
Lockages	6,110	1,064	5,229	−881	6,200	971
Vessel passages	8,285	1,865	6,802	−1,483	7,866	1,064
Time passing lock	2,327 hr. 40 min.	473 hr. 55 min.	1,704 hr. 25 min.	−623 hr. 15 min.	1,811 hr. 45 min.	107 hr. 20 min.
Average time lockage	22·86		19·55		17·53	
	1913		1914		1915	
Period open	April 13		April 20		April 13	
	Dec. 14		Dec. 14		Dec. 16	
Canadian registered tonnage	3,746,369	472,755	3,471,713	−274,656	3,033,569	−438,144
United States registered tonnage	22,180,727	−335,313	13,824,250	−8,356,477	5,446,731	−8,377,519
Total tonnage	25,927,096	137,442	17,295,963	−8,631,133	8,480,300	−8,815,663
Lockages	6,266	66	4,712	−1,554	3,496	−1,216
Vessel passages	8,197	331	6,078	−2,119	4,374	−1,704
Time passing lock	2,145 hr. 50 min.	331 hr. 05 min.	1,654 hr. 30 min.	−491 hr. 20 min.	984 hr. 05 min.	−670 hr. 25 min.
Average time lockage	20·54		21·07		16·88	

REPORT of Traffic passing Sault Ste. Marie Canadian and American canals.

Year.	Number of vessels passed.	Registered tonnage of vessels.	Total freight tonnage.	Cost of carrying per mile, ton.	Estimated value of freight carried.	Percentage of freight carried in Canadian vessels	Number of passengers.
1855	193	106,296	14,503				8,295
1860	916	403,657	153,721				9,230
1865	997	409,062	181,638				19,777
1870	1,828	690,826	539,883				17,153
1875	2,033	1,259,534	833,465				19,685
1880	3,503	1,734,890	1,321,906				25,766
1885	5,380	3,035,937	3,256,628				36,147
1890	10,557	8,454,435	9,041,213	1·3	102,214,948	3·5	24,856
1891	10,191	8,400,685	8,886,759	1·35	128,178,208	4·0	26,190
1892	12,580	10,647,203	11,214,333	1·31	135,117,267	3·8	25,896
1893	12,008	8,949,754	10,796,572	1·1	145,436,957	4·1	18,869
1894	14,491	13,110,366	13,195,860	0·99	143,114,502	3·5	27,236
1895	17,956	16,806,781	15,062,580	1·14	159,575,129	3·75	31,656
1896	18,615	17,249,418	16,239,061	0·99	195,146,842	3·0	37,066
1897	17,171	17,619,923	18,982,755	0·83	218,235,927	3·0	40,213
1898	17,761	18,622,764	21,234,634	0·79	233,069,740	2·2	43,426
1899	20,255	21,958,347	25,255,810	1·05	281,364,750	3·1	49,082
1900	19,452	22,315,834	25,643,073	1·18	267,041,959	3·0	58,555
1901	20,041	24,626,976	28,403,065	0·99	289,906,865	4·0	59,663
1902	26,659	31,955,582	35,961,146	0·89	358,306,300	4·0	59,377
1903	18,596	27,736,444	34,674,437	0·92	349,405,014	6·0	55,175
1904	16,120	24,364,138	31,546,106	0·81	334,502,686	6·0	37,695
1905	21,679	36,617,699	44,270,680	0·85	416,965,484	5·0	54,204
1906	22,155	41,098,324	51,751,080	0·84	537,463,454	5·0	63,033
1907	20,437	44,087,974	58,217,214	0·80	569,830,188	5·0	62,758
1908	15,181	31,091,730	41,390,557	0·69	470,141,318	7·0	53,287
1909	19,204	46,751,717	57,895,149	0·78	626,104,173	6·0	59,948
1910	20,899	49,856,123	62,363,218	0·74	654,010,844	6·0	66,933
1911	18,673	41,653,488	53,477,216	0·67	595,019,844	6·0	79,951
1912	22,778	56,736,807	72,472,676	0·67	791,357,837	6·0	66,877
1913	23,795	57,989,715	79,718,344	0·68	865,957,838	6·0	77,194
1914	18,717	41,986,339	55,369,934	0·60	634,800,268	9·0	59,418
1915	21,233	56,399,147	71,290,304	0·71	882,263,141	6·0	50,336

CAR FERRY TERMINALS.

CAPE TORMENTINE, N.B., May 18, 1916.

SIR,—I have the honour to submit my annual report on the construction of the car ferry terminals on the strait of Northumberland at Cape Tormentine, N.B., and Carleton Point, P.E.I.

TERMINAL AT CAPE TORMENTINE.

A contract was entered into with Mr. A. T. Mackie, April 28, 1913, and the date of completion has been extended to the 31st of August, 1916. Difficulty was experienced by the contractor in obtaining the class of labour which the work demands, and in making progress under unfavourable advance with the work, but the dredging plant was unable to provide the progress desired.

The contract includes the construction of cribwork for the landing slip and in widening the old pier as an approach to the ferry landing; a rubble mound breakwater providing protection from easterly and southerly weather, and the substructure of concrete piers and abutment for the transfer bridge.

Cribwork.—All the cribs for the landing slip and the widening of the old pier have been built up to deck level, leaving 230 feet of sea-wall, a portion of decking and 2,000 tons of cribfill to complete this work, estimated as one month's work.

Rubble mound breakwater.—The core of the breakwater was deposited for its full length and a temporary protection of large rubble stone has been placed on the slopes. The contractor has provided a travelling derrick designed for this work, and the bedding and placing of the coping and rubble stone will be pushed forward towards an early completion. The stone for the breakwater is obtained from the Sackville-freestone quarries situated in the town of Sackville, 36 miles from the terminal works. The railway transportation for the stone at the outset was not satisfactory but has now much improved.

Dredging of Turning basin and approach.—The work done under the contract was confined last season to the turning basin, and an area of 43 per cent of total area to be dredged has been executed.

Additional dredging.—To provide an entrance channel round a ridge of solid rock found to exist within the contract lines, a second dredge was employed. Only a small area of this additional work remains to be dredged.

Raising of Cape Tormentine Pier.—The old timber pier which will be used as the approach to the ferry landing has been raised about two feet to conform with the level of the new works. A small quantity of cribfilling, track-laying and ballasting will put this section of the work in readiness for operation.

Abutment and piers for transfer bridge.—The six piers which provide a foundation for the columns of the transfer bridge have been completed, and preparations made to build the abutment. An early completion of this work is anticipated, which will permit the erection of the transfer bridge.

TERMINAL AT CARLTON POINT.

A contract with the Roger Miller Company was entered into September 2, 1913, and the time of completion has been extended to August 31, 1916. The work comprised

in the contract provided for the construction of a stone approach extending out from the shore 1,600 feet and followed by 637 feet of pier on the sea side and 230 feet on the harbour side, which provides a landing for the ferry; the construction of a rubble mound breakwater 700 feet long; the dredging out of a turning basin and the construction of piers and abutments for the transfer bridge.

Approach to landing.—The core stone of the approach to the landing was carried out for its full length and large rubble stone deposited on the slopes for protection. The finished work has advanced to 850 feet from shore. Every effort is being made to push forward this work.

Cribwork for landing slip.—Nearly all the materials for this work have been delivered on the ground. A complete plant for the construction of the cribs was provided and during the season seven cribs were built to within 3 feet of deck level at Point du Chêne, N.B.; four were towed to Carleton Point, three of which were put in place and filled with ballast. Arrangements are complete to push forward this construction without interruption. Owing to Carleton Point not providing sufficient protection at the outset for the construction of cribs and other work, the contractors found it necessary to build the cribs for the landing slip at Point du Chene to an elevation of 3 feet above high water.

Rubble mound breakwater.—The stone for the breakwater and approach to landing is obtained from a quarry close to Shediac, N.B., and also from the Wallace quarries, in both cases about 40 miles distant from the terminal works. The core for the rubble mound breakwater has been deposited for its full length, and the slopes temporarily protected with large rubble stone. The contractors have added to their plant a travelling derrick specially designed for this work, in order that construction may be advanced with the least possible delay.

Dredging.—The work of dredging out the turning basin had to be left until protection from the seas for the plant engaged was provided by the approach to the landing and the breakwater. These works were not sufficiently advanced until late in the summer to permit a dredge operating with safety. The work of dredging will now be taken in hand and every effort made to provide sufficient space to allow the ferry to be docked as soon as possible.

CARLETON BRANCH LINE RAILWAY.

The construction of the branch line railway connecting the Cape Traverse branch of the Prince Edward Island Railway with the terminal at Carleton Point was started December 1, 1913, and has been undertaken by day labour. The clearing, grading, and ditching have been completed, and the track for 2¼ miles. All materials and equipment necessary to lay the track to the ferry landing have been provided and provision made to bring this work to an early completion.

In concluding this report I wish to draw attention to the exposed location of the works to high seas from rough weather, which has caused much lost time in the operating of the floating plant employed on both terminals, and to the short season of 1915 caused by the late presence of ice in the strait of Northumberland well into the month of May, and to the stormy weather in the early autumn.

I have the honour to be, sir,

Your obedient servant,

F. B. FRIPP,

Engineer in charge.

HUDSON BAY RAILWAY.

WINNIPEG, May 22, 1916.

W. A. BOWDEN, Esq.,
Chief Engineer,
Department of Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit my report for the fiscal year ending March 31, 1916.

Clearing.—The right of way has been cleared to Kisemachisk river, mile 395.

Grading.—Grading operations were carried on as far as mile 383 and by the first of November the road-bed was completed to mile 378, or within 47 miles of Port Nelson. During the winter, supplies have been put in and camps established to complete the remaining portion of the work during the coming season. Material moved during the past year amounts to 2,347,000 cubic yards.

Tracklaying.—Track has been laid from mile 220 to 241, the end of steel being at the first crossing of the Nelson river at Manitou rapids. Further progress in laying track will not be made until the completion of the bridge at this point.

Trainfill and Ballast.—Pits at mile 127, 157 and 191 have been worked during the season. The material in the two latter was only suitable for train filling; consequently, all ballast and surfacing materials had to be hauled from mile 127, where the quality is very good. Surfacing was carried to mile 225, a considerable number of depressed grades were brought up, and all temporary trestles were filled up to that point. Material handled by trains amounted to 916,400 cubic yards.

Telegraph Line.—The telegraph line was built from mile 175 to mile 237, and a single wire was carried to mile 241.

Tanks.—Two (2) standard tanks at mile 185 and 214 were erected and the water supply laid into them.

Bridges.—The bridge which carries the railway across the Nelson river at Manitou rapids is of the anchored cantilever type, having a main span of 304 feet 6 inches, and a total length (including the plate girder approach span at the east end) of 608 feet, the deck being 94 feet above the river. The substructure was commenced on August 13, and completed October 27. The erection of steel work was started by the Canadian Bridge Company on December 2, and on March 31 there remained only two week's work to complete same. Great credit is due to the bridge company for the very efficient manner in which they handled this contract under the severe weather conditions which prevailed during the winter months at this point.

Trestles.—Trestles were erected over the Armstrong river at mile 235; over creek at mile 237, and at the west approach to Manitou Rapids bridge. At Armstrong lake, mile 226, several bents of the trestle collapsed on May 25, on account of settlement of piles under trainload. Owing to the difficulty of securing long piles at this season of the year, and with a view of hastening the work, it was decided to put in a series of

rock-filled round-timber cribs, over which, on a temporary grade, traffic is now being carried. After all bridge material and erection outfit had been taken across and delivered at Manitou rapids, it was decided, during the winter months to do some further rock-filling over the long crib, as same was settling unevenly and going out of line. This work was completed about the end of March. It will take considerable material to complete the embankment across this lake, but until we get a favourable opportunity to do this work the temporary grade will be used.

Surveys.—Owing to a change in the development plan at Port Nelson, the terminal yards site was moved on to higher ground and it was necessary to re-locate the last 30 miles of the line; this was done during the winter months, and a satisfactory location obtained.

General.—During the past season good progress was made on the grading and bridge erection, but, owing to the long haul and to inferior digging in one of the pits, the train filling and ballasting did not come up to expectations. Some delay was occasioned by a small sink hole which developed at mile 207, and also at Armstrong Lake crossing.

A weekly mail service from the end of steel to Port Nelson was maintained during the summer by canoe, and by dog team in the winter.

Twelve (12) members of the staff were granted leave of absence in order to enlist for active service abroad, and in addition to these, fifty-eight (58) others have enlisted, a considerable number now being on the firing line.

Casualties.—I regret to report that W. A. Sones was drowned on May 11, at Shell rapids, on the Nelson river, through misadventure, the canoe being upset and carried down the rapids. J. H. Challoner, timekeeper at residency No. 27, died on November 8, from natural causes.

I have the honour to be, sir,

Your obedient servant,

J. W. PORTER,
Chief Engineer.

HUDSON BAY RAILWAY TERMINALS AT PORT NELSON.

Port Nelson, April 20, 1916.

W. A. Bowden, Esq.,
Chief Engineer,
Dept. of Railways and Canals,
Ottawa.

Sir,—I have the honour to present the following annual report upon the works of the Hudson Bay Railway Terminus at Port Nelson, for the year ending March 31, 1916.

The work of former years was largely of a preliminary nature, and preparatory to the really difficult work to be accomplished.

During the year just closed, a considerable part of the works necessary to the erection of deep-water wharves has been constructed, and the manner in which such works have withstood the erosive action of the tidal currents, and the ice movements of the estuary, has been most gratifying.

It was necessary to increase the working forces at Port Nelson by the importation of a large number of timber workers and other mechanics. In order to have them at hand during June, July, August, September, and October, it was necessary to bring them in by the tote road before the break-up, which occurs about the middle of April.

During April, May, June and July, a large number of ship carpenters were engaged on the construction of scows and dredges. These were not completed until a month after the opening of navigation. The cribworkers were engaged on the drydock, the reconstruction of wharf No. 1, which had been wrecked by the ice, and the extension of wharf No. 3, so as to enclose the mud bank with sheet piling and cribwork, and, at the same time, to provide wharf space and a breakwater for the protection of the other wharves.

During the above period, the mechanical forces were greatly overtaxed by the demands of the dump scows, drydock gates, derricks, and many other items of the plant, the ironwork of which had to be created from whatever material or scrap was available.

The labour forces were used on a great variety of work, such as gathering rock from the beach, the filling of cribs, the grading of a storage yard, so as to make it less liable to fire, and other things too numerous to mention.

A gang of about thirty lumber jacks were engaged during the spring, in driving their winter cut to the mouth of the Airhole river, and, later in the summer, in bringing it in rafts down the Nelson to tide water.

Two beacons have been built during the year, one at Nelson shoal and the other at Flamboro Head.

The breaking up of the winter roads in the spring of 1915 was very early, and, on May 3, a lake-like area in the harbour opened up and cleared of ice; due to colder weather, the remaining ice held together until the twenty-seventh of May, when the general break-up occurred. The shore ice, and that drifting in the harbour, rendered it impossible to float craft until the sixteenth of June, at which date the *Kathleen* was floated.

During the month of May and until the 8th of June, there was great danger of the camps being destroyed by fire, due to the excessively dry weather. Fortunately, a

snowstorm on the eighth of June and another on the seventeenth relieved the situation. Previous to the arrival of the snowstorm, the layer of moss which overlies the whole country was as dry as powder, and the slightest spark from a dinkey engine, a carelessly thrown match, or cigarette, would instantly start a fire. At times the whole camp was called upon to fight fires, with consequent demoralization to the works.

In June, Flamboro Head wharf was built, and the channel buoyed from Port Nelson to Deer island. On the 26th of the same month, the 1½ yard dredge and the stern-wheeler were taken to Flamboro Head, where the dredge worked for the remainder of the season.

On account of driving ice, the placing of buoys in the seaward channel was delayed until the beginning of July; and it was not until the fifth that salving of timber by scows began from the wrecked ship *Alette*.

During the early part of July, the works did not progress favourably, due to delay in the completion and placing in commission of the floating plant, and due to difficulty with the scour, which was not altogether unexpected, but was found developing to such an extent as to place great difficulty in the way of the permanent works being started at the point intended.

At this time, it was decided to start the permanent deep-water works 2,000 feet up-stream from the breakwater, instead of from the end of it, as had been formerly contemplated. From that date onwards, the works progressed rapidly, and at the end of navigation season, October 25, there were twelve piers built and in place. The outermost is a little less than half a mile from shore, and 116 feet long by 62 feet wide. Work was continued into November on filling and protecting these cribs for the winter, and preparing them to receive the eleven steel spans. These eleven spans have since been erected in place.

The 3-yard dredge was launched on July 27, and was utilized dredging pier sites shortly afterwards. The suction dredge was drydocked on the 26th of July, and was taken out to work in the channel on September 5.

It would take too much space to describe the work which was done by the several dredges, tugs, lighters, scows, gasolene boats, cranes, pile drivers, derricks, and steam shovels; but all were utilized so as to construct and protect as many bridge piers as possible. No attempt was made to excavate large quantities of earth, but rather to obtain suitable riprap and filling from all sources and deliver it to the place required.

During the season, the ss. *Adventure* and ss. *Bellaventure* made three trips from Halifax and Sydney to Port Nelson; and the ss. *Durley Chine* and ss. *Sheba* each made two trips. The old sailing hulk *Benmore* was towed by the *Bellaventure* to Sydney, and back to Port Nelson with a load of coal. No accidents occurred to any ship. The first ship to arrive was the *Bellaventure* on August 1. The *Bellaventure, Adventure*, and *Sheba*, all left Port Nelson together on October 22. Arctic ice was met by the first three ships arriving at Port Nelson, and the last three departing.

Early in November, the forces at work at Port Nelson were reduced to about two hundred men. Those who were laid off made the journey of 180 miles, to the end of steel, on foot, along the partly constructed Hudson Bay railway.

During the winter the Dominion Bridge Company had a force of about twenty men engaged on the riveting of the structural steel for the bridge. In February, this force was increased to about forty-five, when erection of the spans on the piers began.

A gang of about twenty-five men was used throughout the winter in a logging camp on the Airhole river, about eighty miles from Port Nelson.

The mechanical forces were busy all winter on the overhauling of the plant, the carpenters on the construction of additional shops and scows, while the labouring gangs were used in tearing up trestles which had served their purpose, and much other work connected with the toting of supplies, the keeping of tracks open, and the handling of supplies and materials.

The Marconi station has been moved to a new foundation, more suited to a perpetually frozen country than the one on which it was first built.

The hospital has also been moved to a more advantageous location than that where it at first stood.

The weather during the summer of 1915 was the best yet experienced at Port Nelson; but the snowfall during the winter was excessively heavy, and drifted to such an extent that it greatly hampered lumbering, toting, and the work at Port Nelson. The following table shows the average temperature from morning and evening readings:—

	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
	°	°	°	°	°	°	°	°	°	°	°	°
1913	−42·0	−24·6	−15·1	22·5	29·3	43·9	53·0	51·7	37·6	21·2	8·3	−5·7
1914	−23·9	−28·5	− 7·7	12·0	31·7	43·4	55·8	53·3	46·2	32·0	8·0	−7·6
1915	−21·6	6·6	·3	26·1	31·0	41·2	49·7	52·3	40·3	28·6	12·0	2·8
1916	−22·8	−21·1	− 7·2	...	...	...	...	...	...	...	...	...

There was only one fatal accident during the year. The man, a Russian, fell overboard off a floating scow, late in October, and was drowned. The health of the workmen has been good, and no deaths from sickness have occurred.

A telegraphic service has been maintained by wireless with The Pas, throughout the year; and there has also been a mail service once a week, except at break-up and freeze-up periods.

On the 31st of March, 1916, which closes the fiscal year, an additional force of about one hundred and sixty men was en route to Port Nelson. It is planned to bring in another fifty men about the first of June. These will travel partly on the grade of the Hudson Bay railway, and partly by gasolene boat.

The appropriation has been reduced for the coming year, and, consequently, it is not possible to prosecute the work as economically as would otherwise have been possible. The transportation of men continues to be a heavy charge upon the works.

Yours truly,

D. W. McLACHLAN.

REPORT OF THE ENGINEER IN CHARGE DARTMOUTH TO DEANS BRANCH INTERCOLONIAL RAILWAY.

DARTMOUTH, N.S., June 26, 1916.

W. A. BOWDEN, Esq.,
Chief Engineer, Department of Railways and Canals,
Ottawa, Ont.

SIR,—I have the honour to submit the following report on the progress of the construction of the Dartmouth to Deans branch of the Intercolonial Railway of Canada, during the fiscal year ended March 31, 1916.

Principal contract.—The work covered by the contract with Messrs. M. P. & J. T. Davis, including grading, trestles and culverts, tracklaying, ballasting and fencing, etc., was finished during the fiscal year, grading being finished in November, and all operations ceasing in December, 1915.

Steel bridges.—Twenty-nine steel bridges in all were erected, ranging from 20-foot to 125-foot spans, and were divided into three contracts as follows: Dominion Bridge Company of Lachine, Que., five bridges; the Dickson Bridge Works Company, of Campbellford, Ont., four bridges; McGregor & McIntyre, Ltd., of Toronto, twenty bridges.

The Dominion Bridge Company's contract is finished, and those of the Dickson Bridge Works Company, and McGregor & McIntyre, Ltd., also finished except final coat of paint.

Telegraph Line.—A telegraph line of one wire, on cedar posts, was erected from Dartmouth to Upper Musquodoboit, under a contract with Mr. A. McGillivray, of Antigonish, N.S.

Present condition of line.—The line is generally in good condition, but some trouble has been experienced from the sliding of the slopes of clay cuttings, particularly those about Lawrencetown. When the contractors' grading operations ceased in November, 1915, this sliding material had been removed in so far as it had filled the cuttings at that time; the sliding has subsequently continued, especially during spring thaws and rainy weather, and some further work will be necessary to get these cuttings into permanent satisfactory condition.

The embankments are, for the most part, up to grade and of full width, but at some points on soft bottoms subsidence has occurred, requiring lifting and surfacing of track beyond ordinary maintenance work.

Since the beginning of the operation of the line by the Government, in January last, it has become apparent that some additional sidings will be necessary for the handling of the lumber traffic.

Yours truly,

W. A. HENDRY,
Engineer in Charge.

REPORT OF INSPECTING ENGINEER.

OTTAWA, July 29, 1916.

SIR,—I have the honour to report that the following inspections of railways, subsidized by the Dominion Government, were made by me during the fiscal year ending March 31, 1916:—

April 25 to May 6, 1915.—Canadian Northern Ontario Railway: Montreal to Port Arthur.

May 13 to 23, 1915.—Canadian Pacific Railway: Gimli to Riverton.

May 24 to June 3, 1915.—Kettle Valley Railway: Midway to Penticton; Penticton to Merritt and Hope to Coldwater Junction.

June 5 to 21, 1915.—Canadian Northern Pacific Railway: Vancouver to Yellowhead Pass.

June 22 to 29, 1915.—Kettle Valley Railway: Inspection of records at Penticton.

August 14 to 29, 1915.—Canadian Northern Ontario Railway: Montreal to Port Arthur.

September 25 to 30, 1915.—Canadian Northern Railway: Prince Albert to Battleford.

October 1, 1915.—Canadian Northern Alberta Railway: Edmonton to Yellowhead Pass.

October 2 to 6, 1915.—Canadian Northern Pacific Railway: Yellowhead Pass to Vancouver.

October 6 to 8, 1915.—Kettle Valley Railway: Fraser River Bridge.

October 20 to 25, 1915.—Canadian Northern Ontario Railway: Montreal to Port Arthur.

November 16 to 20, 1915.—Dominion Atlantic Railway: Centreville to Weston and Canning Spur.

November 23 and 24, 1915.—Lake Erie and Northern Railway: Galt to Port Dover.

November 25 and 26, 1915.—Canadian Northern Ontario Railway: Toronto to Ottawa.

January 24 to 26, 1916.—Canadian Northern Ontario Railway: Inspection of Montreal–Port Arthur records at Toronto.

January 27 and 28, 1916.—Lake Erie and Northern Railway: Inspection of Galt-Port Dover records at Galt.

March 22 to 26, 1916.—Canadian Northern Ontario Railway: Inspection of Ottawa–Port Arthur records at Toronto.

The field work represents 5,150 miles of line inspected, all of which has been reported on in detail.

I have the honour to be, sir,

Your obedient servant,

ALEX. FERGUSON,
Inspecting Engineer.

PART IV.

Report of the Government Chief Engineer of the Western Division of the National Trans-continental Railway.

Sir COLLINGWOOD SCHREIBER, K.C.M.G.

Ottawa, April 1, 1916.

The Hon. Frank Cochrane,
Minister of Railways and Canals,
Ottawa, Ont.

Sir,—I have the honour to submit my annual report on the progress made with the works of construction on the western division of the National Transcontinental railway (Grand Trunk Pacific railway) for the fiscal year ended on the 31st of March, 1916.

The western division of the Grand Trunk Pacific railway extends from the city of Winnipeg, Man., to the city of Prince Rupert, B.C.

For construction purposes, it is divided into two sections, viz.:—

The "prairie section," extending from the east bank of the Assiniboine river, in the city of Winnipeg, to the east bank of Wolf creek, Alberta.

The "mountain section" begins on the east bank of Wolf creek and extends to Prince Rupert.

The Government guarantee is limited to $13,000 per mile on the "prairie section". On the "mountain section" the guarantee is 75 per cent of the cost of construction.

The standard of the road is not to be inferior to the main line of the Grand Trunk Railway of Canada between Montreal and Toronto, so far as may be practicable in the case of a newly constructed line of railway, and the road is to be constructed according to plans and specifications to be approved by the Government.

Prairie Section—915 miles in length.

The road throughout this section is so far advanced towards completion as to be in very fair condition for public traffic, and has been successfully operated during the financial year just closed.

There are two points which require to be disposed of before I shall be in a position to issue a final estimate.

First.—As to whether or not the class of structures which I consider necessary to comply with the standard called for by the statute.

When the works of construction were commenced in the year 1905, I prepared a statement of these structures. The Grand Trunk Pacific Railway Company, however, having refused to comply with the requirements so set out, an Order in Council, dated the 19th of July, 1906, was passed to the effect that the matter so in question was to be settled by arbitration, unless, in the meantime, settled amicably.

So far as I am aware, no action has been taken in this direction.

Some of the structures have been built about ten years and are now showing necessity for heavy repairs or renewals, the life of the timber of which they are constructed having almost come to an end. In fact, a pile trestle bridge about 84 miles west of Winnipeg, 150 feet high and about a quarter of a mile in length, during a cyclone, blew down from end to end, the piles having become so rotten that they broke off. The Grand Trunk Pacific Railway Company proceeded to rebuild, and in about three weeks were again running trains over it. In the meantime, the traffic was run around the gap over the Canadian Pacific railway. Similar structures are being maintained and renewed at the cost of capital.

Second.—As to whether or not legislation will be passed approving of the agreement for the use of the Canadian Northern Railway Company's station and yard at Edmonton by the Grand Trunk Pacific Railway Company.

On the "prairie section" there are erected eight steel structures of considerable magnitude resting on concrete abutments, piers, and pedestals, and one resting on wooden pile abutments. All the rest are of timber, both bridges and culverts.

The buildings erected may be enumerated as follows: 5 divisional stations, 123 way stations, 56 section-houses, 127 toll-houses, 101 bunk-houses, 6 round-houses, 4 machine shops, 7 coaling stations, 21 water stations, 1 car shop, 3 freight-houses, 2 ice-houses, 4 sand-houses, 3 storehouses, 45 stockyards, 98 loading platforms.

The works remaining to be done to complete this section according to contract, and their estimated cost, are as follows:—

1.	Grading in making up embankments to specified height and width	$ 87,500 00
2.	Ballasting to complete final lift	650,000 00
3.	For passenger station, passenger yard at Edmonton, and preparing same for use	435,000 00
4.	For the erection of permanent structures on the first 280 miles west from Winnipeg	1,200,000 00
	Total to complete the "prairie section"	$2,372,500 00

If legislation is passed approving of an agreement between the Canadian Northern Railway Company and the Grand Trunk Pacific Railway Company for the joint use of the station and yard at Edmonton, the above item No. 3—$435,000—may be wiped out; and if it be decided that the erection of temporary structures on the first 280 miles west from Winnipeg is admissible, the above item No. 4—$1,200,000—may be wiped out.

My estimate, as above, of $2,372,500 would then be reduced by a total of $1,635,000, leaving the estimated cost to complete the "prairie section," $737,500.

Mountain Section—830 miles in length.

The works of construction have made very poor progress during the fiscal year ended the 31st of March, 1916, owing, no doubt, to the financial stringency caused by the war. The work has been chiefly confined to the clearing out of slides in cuttings, making up embankments that have slid out of place, a small amount of ballasting, the building of four round-houses, two divisional station-houses, six water stations and two freight-houses.

On this section there have been built in all the following: 59 steel bridges resting on concrete abutments, piers, and pedestals; 2 concrete arch structures, 7 round houses, 5 machine shops, 3 coaling fuel stations, 7 oil fuel stations, 35 water stations, 1 car shop, 4 divisional stations, 115 way stations, 1 trainmens' house, 10 section-houses, 135 tool-houses, 18 bunk- or sleeping-houses, 6 freight-houses, 8 ice-houses, 3 sand-houses, 1 storehouse, 1 stockyard, 2 docks, 1 coaling dock, 1 loading platform.

There yet remains to be executed to complete this section according to statute and the plans and specifications as follows:—

Along the Section—	
Filling in of temporary trestles and sink holes	$. 402,500
Ballasting—417 miles of second lift	325,000
Divisional stations	75,000
Way stations	8,000
Three round houses to complete	50,000
Riprapping	22,500
Wooden bridges	65,000
200 miles of fencing	60,000
3,235 tons of first-class steel rails	129,400
Tracklaying above rails	10,000

Along the Section—*Concluded.*

120 switches	$ 21,000
Lifting thirteen miles of second-class steel rails	1,950
Tracklaying in yards—13 miles	15,000
Divisional stations to complete	40,000
Two water stations to complete	10,000
Machinery and tools to equip machine shops	125,000
Two car repair shops	20,000
Five tool-houses	500
Eight sectionmén's houses	9,600
Seven bunk or sleeping houses	4,200
Three trainmens' houses	37,500
One machine shop to complete	5,000
Small buildings, such as sand houses, etc	10,000
Three divisional freight houses	18,000
Track fastenings or joints	18,000
	$1,483,200

At Prince Rupert—

1 car shop	$ 9,000	
1 carpenter shop	10,000	
10 miscellaneous buildings	30,000	
1 stock yard	8,000	
1 terminal station house	176,000	
1 water service	25,000	
1 round-house, 18 stalls	125,000	
1 machine shop	75,000	
1 engine and car shop	64,000	
1 boiler shop	100,000	
1 freight shed	55,000	
1 freight shed to complete	10,000	
1 dock for heavy shipping	500,000	
Completing terminal yard	100,000	
		$1,287,500
		$2,770,700
Add 10 per cent for contingencies		277,070
Total estimate to complete the mountain section		$3,047,770

I may add that the above estimated cost of work remaining to be done at Prince Rupert is such as, in my opinion, will provide for the efficient conduct of business of that port for the next twelve years.

I have the honour to be, sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer Western Division N. T. Ry.

PART V.

QUEBEC BRIDGE RECONSTRUCTION.

REPORT OF CHAIRMAN OF BOARD OF ENGINEERS.

MONTREAL, July 13, 1916.

SIR,—I beg to report progress of work on the construction and erection of the new Quebec bridge for the fiscal year ending March 31, 1916, as follows:—

During the fiscal year 1915-16, remarkably satisfactory progress has been made in the construction and erection of this structure. At the beginning of the year the north anchor arm was completed with the exception of the upper half of two panels next the main pier. During the past year the north anchor arm was completed, as well as the entire north cantilever arm. The weight of steel erected on this side of the river during this year amounted to about 15,000 tons. The lifting girders and hangers at the end of the cantilever arm were also put in place, which erection equipment will be used in connection with the lifting of the suspended span to its proper place.

After the steelwork had been entirely erected, the 1,000-ton traveller used for this work was taken down preparatory to re-erection at Sillery Cove, some three miles below the bridge site, where the suspended span will be erected during the coming season.

On the south shore the anchor arm was entirely erected, including the main posts over the pier and erection equipment left in such a position as to start the erection of the cantilever arm at the earliest possible moment during the coming season. The weight of steel erected on this side of the river during the season amounted to about 17,000 tons.

Owing to the experience gained on the north side, the erection of the south anchor arm was effected in considerably shorter time than the north anchor arm.

The accuracy of the shopwork was such that all steelwork on both sides of the river, went together with surprising ease, practically no adjustments having to be made in the field.

Preparations for a start on the erection of the suspended span are being made. Concrete piers for supporting the falsework have been put in place, and the erection of the falsework, traveller, and superstructure itself, will proceed immediately.

From the experience gained on the north side, it is expected that the south cantilever arm will be erected much more rapidly than the north cantilever arm, and if no hitch occurs, all the main steelwork of the bridge, including the suspended span, should be entirely erected by August, 1916. The floating in of the suspended span will probably take place about a month later.

In the shop practically all the main steelwork has been fabricated. There still remains a quantity of minor members, such as bracing, sidewalk handrailing, stairs, etc., to be fabricated. This work will probably be completed early in the summer.

At the mills all the main material, with the exception of a few replace orders for material that has been rejected, has been rolled. There are still a number of pins to be manufactured at the works of the Bethlehem Steel Company, but these are well under way, and this order should be completed early in the summer.

The status of the work to date is as follows:

	Total to March 31, 1915. Tons.	Total to March 31, 1916. Tons.
Raw material ordered from the mills	54,000	71,000
" received at the shop	50,028	70,296
Fabricated at shop	38,518	64,942
Members delivered at site	36,528	62,641
Steel erected and partially riveted	15,000	47,000
Total estimated weight		66,000

All of which is respectfully submitted.

C. N. MONSARRAT,
Chairman and Chief Engineer.

HON. FRANK COCHRANE,
Minister of Railways and Canals,
Ottawa, Ont.

PART VI.

REPORT OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS AND OTHER OFFICIALS FOR THE YEAR 1915-16.

General Manager of Government Railways.

Report of the Chief Engineer, Government Railways.

" Mechanical Accountant, Government Railways.

" General Solicitor, Government Railways.

" Comptroller and Treasurer, Government Railways.

" Superintending Engineer, Halifax Ocean Terminals.

GOVERNMENT RAILWAYS.

OFFICE OF THE GENERAL MANAGER OF GOVERNMENT RAILWAYS,
MONCTON, N.B., September 25, 1916.

SIR,—The undersigned has the honour to submit the following report on the working of the Canadian Government Railways for the fiscal year ending March 31, 1916.

This report covers the Intercolonial Railway, the Prince Edward Island Railway, the International Railway, the New Brunswick and Prince Edward Island Railway, the St. John and Quebec Railway, and the Transcontinental Railway.

The annual statement of the Employees' Relief and Insurance Association is hereto attached.

It should be pointed out that the railway's contribution to this from earnings amounted to $10,000.

The annual statement of the Intercolonial and Prince Edward Island Railways Employee's Provident Fund is hereto attached.

It should be pointed out that the railway's contribution from earnings to this fund amounted to $100,000.

Separate accounts were, during the said fiscal year, kept for each railway, and these accounts will be considered separately in this report.

INTERCOLONIAL RAILWAY.

The following reports of the officials are enclosed:—

The report of the Chief Engineer, on works chargeable to Capital and Revenue Accounts.

Report of the Superintendent of Rolling Stock, statements relating to the Mechanical Department.

Report of the General Solicitor.

Report of the General Superintendent, statement of casualties.

Report of the Safety Engineer.

Report of the Comptroller and Treasurer as follows:—

1. Capital Account.
2. Revenue Account.
3. Maintenance of Way and Structures.
4. Maintenance of Equipment.
5. Traffic Expenses.
6. Transportation, Rail Line.
7. Transportation, Water Line.
8. Miscellaneous Operation.
9. General Expenses.
10. General Stores Account.
11. General Balance.
12. Statement of Receipts and Expenses.
13. Equipment Renewal Account.
14. Rail Renewal Account.
15. Fire Renewal Account.
16. Statement of Cash Received.
17. Statement of Averages.

18. Statement of Articles carried by the Railway.
19. Statement of Freight carried by the Railway.
20. Statement of Passengers carried by the Railway.
21. Descriptive Statement of traffic transported.
22. Operative Statement of principal revenue producing freight.
23. Statement of Coal shipped over the Intercolonial.
24. Statement of Receipts—Passenger, Freight, Mails and Sundries.

CAPITAL ACCOUNT.

The cost of the road and equipment on March 31, 1915, was $108,123,294.84. The additions during the year were as follows:—

To improve triple valve air brakes	$ 3,400 00
Additional facilities, Amherst	14,462 08
Anti-creepers and tie plates	20,927 28
Strengthen bridges	700,000 00
Diversion of line and branch to wharf, Chatham	523 94
Double tracking, Chaudière Junction to St. Romuald	29,401 06
Diversion of line between Nelson and Derby Junction	4,061 00
Diversion of line between North Sydney and Leitches Creek	59,990 29
Increase accommodation at Fredericton	.....
General protection of highways	259 39
Docks and wharves at Halifax	30,000 00
New terminal facilities, Halifax	3,162,304 82
Increase accommodation and provide machinery, Halifax	3,496 42
Willow Park sewer, Halifax	52 00
Subway and facilities, Hampton	505 00
Installation of block system in connection with operation	6,600 00
Installation of telephone system in connection with operation	9,283 02
Improvements at Levis	71,715 71
Locomotive and car shops with equipment, Moncton	81,467 97
Elimination of level crossings and grades, Moncton	83,657 02
Installation of roofing, Moncton	3,656 87
Provide new car ferry and dock for same, Mulgrave	343,850 16
Original construction	600 00
Permanent wiring of engine houses	6,460 92
Permanent farm crossings and culverts	3,135 51
Increased facilities at divisional points, power plants	19,965 61
Pugwash spur line—Pugwash Harbour	413 60
Raising grade, Memramcook to Sackville	3,500 00
Rolling stock	2,250,000 00
Safety appliances for equipment	24,000 00
Standard track signs	313 29
Standard clocks for divisional points	2,151 00
Increase accommodation at Mont Joli	15,998 57
Spur line to Courtenay bay, St. John	1,643 83
Surveys and inspection	68,753 76
Improvements at Sussex	928 68
Sydney Mines diversion	4,745 56
Tile drainage in wet cuts	2,710 06
Increase accommodation and facilities along the line	102,000 00
Increased facilities at Trenton	11,883 16
Towards construction of railway, Dartmouth to Deans	330,360 13
Increase water supply	7,955 82
Bathurst spur line	62,400 00
Branch line, Sunny Brae to Mulgrave	21,209 18
New coaling plant, Levis	75,000 00
(Exchequer Court award) Cape Breton railway	795 10
Total	$7,646,538 71
Less—To increase accommodation at Fredericton	3,273 31
Grand total	$7,643,265 40
Making the total cost on March 31, 1916	$115,766,560 24

Explanations in regard to the expenditure on Capital Account will be found in the reports of the Chief Engineer and Superintendent of Rolling Stock.

The gross earnings and the working expenses for the year compare as follows:—

Gross earnings	$14,068,791 41
Working expenses	12,551,495 84
Surplus	$1,517,295 57

There was a gain of $1,517,295.57 from the operation of the railway for the year. Part of this surplus has, under authority of 1-2 George V, chapter 8, been charged to improvements and betterments, or in other words, for work which under ordinary circumstances if there had not been a surplus of earnings over working expenses we would be justified in asking Parliament to vote the railway under capital account. The following renewal accounts have therefore been credited as under:—

Rail renewal	$ 190,000 00
Fire renewal	100,000 00
Equipment renewal	1,225,895 57
Total	$1,515,895 57

During the year ending March 31, 1916, there was charged to working expenses the sum of $510,000, and credited to renewal accounts as follows:—

Fire renewal	$ 60,000 00
Rail renewal	150,000 00
Equipment renewal	300,000 00
Total	$510,000 00

REVENUE.

The gross earnings compare as follows with those of the previous year:—

1914-15	$11,444,873 14
1915-16	14,068,791 41
Increase	$2,623,918 27

The earnings from passenger traffic compare as follows:—

1914-15	$3,291,916 96
1915-16	4,010,879 58
Increase	$718,962 62

The earnings from freight traffic compare as follows:—

1914-15	$7,310,765 11
1915-16	9,200,339 21
Increase	$1,889,574 10

The earnings from mails, express, freight, and miscellaneous compare as follows:—

1914-15	$842,191 07
1915-16	857,572 62
Increase	$15,381 55

The earnings per mile of railway compare as follows:—

1914-15	$7,899 44
1915-16	9,181 53
Increase	$1,282 09

The earnings per train mile compare as follows:—

1914-15	$1 52
1915-16	1 87

The number of passengers carried compare as follows:—

1914-15	3,613,371
1915-16	4,124,387
Increase	511,016

The weight of revenue-producing freight compare as follows:—

1914-15 ..tons.	4,529,002
1915-16 "	5,447,220
Increase "	918,218

A number of statements which give detailed information in regard to the traffic are appended to this report. They are as follows:—

Passenger statement, showing monthly the number of local and through passengers carried and the mileage.

Freight statement, showing monthly the number of tons of local and through freight carried and the mileage.

Statement of receipts, showing monthly the receipts from passenger traffic, freight traffic, and mail and sundries.

Comparative statement, showing the principal articles of freight carried during the year and the preceding year.

Descriptive statement of freight transported, showing a few of the principal articles.

Statement of coal transported, showing station from which it was sent.

Statement showing the quantity of raw and of refined sugar, of fresh and salted fish, of grain for export, and of European freight carried over the railway.

WORKING EXPENSES.

The working expenses compare as follows with the previous year:—

1914-15	$11,438,373 14
1915-16	12,551,495 84
Increase	$1,113,122 70

The averages compare with those of last year as follows:—

Per mile run by engine in 1914-15	$1 25
Per mile run by engine in 1915-16	*1 30
Per mile run by trains in 1914-15	1 52
Per mile run by trains in 1915-16	*1 59

The working expenses per mile of railway:—

1914-15	$7,894 96
1915-16	*8,220 89

* The above include expenses for water line, being operation of steamers *Sheba* and *Durley Chine*, amounting to $50,619.83.

The mileage for 1914-15 was 1,448·82, and was increased for the year ending March 31, 1916, to 1,526·78.

During the year ending March 31, 1916, 584,611 ordinary ties were put in the track, and 168·72 miles of track ballasted, and a total of 33·36 miles of ditching

completed to provide better drainage for the roadbed; 5·48 miles of additional business sidings and 4·49 miles of private sidings were provided at various points. Bridges, culverts, wharfs, fences, and buildings were repaired, and 107·77 miles of standard woven wire fence erected, and 0·47 miles of standard wire fence repaired.

The superintendent of rolling stock reports rolling stock purchased, rebuilt in shops, etc.

A number of bridges on the railway were repaired; a statement of bridges repaired and replaced will be found in the report of the chief engineer.

The result of surveys to get preliminary information required to ascertain cost of double tracking and reduction of grades will be found in the report of the chief engineer.

HALIFAX OCEAN TERMINALS.

Progress report of the work done on the new Halifax ocean terminals will also be found attached to the chief engineer's report.

STORES.

The value of general stores carried over from the previous year was	$2,379,244 22
The value of stores purchased and charges from other departments was	5,410,852 11
Total of	$7,790,096 33
The value of stores used and sold	6,034,101 86
Balance of general stores on hand March 31, 1916	$1,755,994 47

PRINCE EDWARD ISLAND RAILWAY.

The length of railway in operation at the end of the year 1915-16 was 274·6 miles. The gauge is 3 feet 6 inches.

The cost of road and equipment, March 31, 1915, was	$ 9,490,899 71
The expenditure during year 1915-16 was	1,350,472 73
Making a total cost on March 31, 1916	$10,841,372 44
Gross earnings	$390,926 82
Working expenses	545,020 62
Deficiency	$154,093 80

The gross earnings compare with the previous year as follows:—

1914-15	$415,495 44
1915-16	390,926 82
Decrease	$24,568 62

The working expenses compare with the previous year as follows:—

1914-15	$598,226 97
1915-16	545,020 62
Decrease	$53,206 35

The necessary work to maintain the railway in a state of efficiency, renewing of track and switch ties, and the ballasting of several miles of track, has been carried out.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.

This road was taken over August 31, 1914, and forms the connecting link between the main line of the Intercolonial and the new car ferry, which is to be operated between Cape Tormentine, N.B., and Carleton Point, P.E.I. The line runs from Cape Tormentine to Sackville, and is 36·05 miles in length.

Amount expended to March 31, 1916, to bring line up to Intercolonial Branch Line standard, $24,999.97.

The gross earnings and the working expenses to March 31, 1916, compare as follows:—

Gross earnings	$50,414 34
Working expenses	76,844 63
Deficiency	$26,430 29

In addition to amount of working expenses, there was paid $10,186.29 as interest on purchase price.

Statements giving detailed information in regard to traffic, etc., will be found appended to this report.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.

This road was taken over August 1, 1914. It extends from Campbellton, N.B., to St. Leonards, N.B., and is 111·30 miles in length.

Amount expended to March 31, 1916, to bring line up to Intercolonial Branch Line standard, $2,637.47.

Gross earnings and working expenses to March 31, 1916, compare as follows:—

Gross earnings	$104,623 49
Working expenses	116,651 38
Deficiency	$12,027 89

In addition to amount of working expenses, there was paid $90,000 as interest on purchase price.

Statements giving detailed information in regard to traffic, etc., will be found appended to this report.

NATIONAL TRANSCONTINENTAL RAILWAY.

This line extends from Moncton to Winnipeg, and is 2,002·71 miles in length. which includes the Grand Trunk Pacific branch line from Fort William to Lake Superior Junction.

The gross earnings and working expenses to March 31, 1916, compare as follows:—

Gross earnings	$3,758,387 39
Working expenses	3,860,528 75
Deficiency	$102,141 36

In addition to amount of working expenses there was paid the sum of $300,000 on account of rental Lake Superior branch.

Statements giving detailed information in regard to traffic, etc., will be found appended to this report.

ST. JOHN AND QUEBEC RAILWAY.

This road extends from Centreville to Gagetown, the portion Centreville to Fredericton being taken over on January 1, 1915, and the portion from Fredericton to Gagetown on March 2, 1915, for operation by the Canadian Government Railways. The mileage from Centreville to Gagetown is 119·87 miles.

The gross earnings and working expenses to March 31, 1916, compare as follows:—

Gross earnings	$57,742 71
Working expenses	90,757 13
Deficiency	$33,014 42

Statement giving detailed information with regard to traffic, etc., will be found appended to this report.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND.

The report of the fund, which has been separately furnished, shows:—

A credit balance on March 31, 1915		$376,826 29
During the fiscal year the contributions of the employees amounted to	$114,579 21	
The contribution of the railway amounted to	100,000 00	
Making a total of		214,579 21
Amount received for refunds, etc		1,155 47
To which is to be added the interest		9,832 22
Making a total of		$602,393 19
Total expenditure was		253,890 45
Leaving a balance to the credit of the fund on March 31, 1916		348,502 74

I have the honour to be, sir,

Your obedient servant,

F. P. GUTELIUS.

The Hon. Frank Cochrane,
Minister of Railways,
Ottawa, Ont.

INTERCOLONIAL RAILWAY—REPORT OF CHIEF ENGINEER'S DEPARTMENT, 1915-16.

NOTE.—Mileage shown covers actual length of track.

ROADBED AND TRACK.

Subdivision or Branch.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles.
District No. 1—				
Mont Joli	83·44	.....	11·30	23·00
Rivière du Loup	118·13	.....	22·21	19·34
Lévis	22·69	3·72	1·75	8·63
Chaudière	115·80	.....	11·10	14·21
Nicolet	16·76	.....	0·60	0·90
Rivière Ouelle wharf	6·48	.....	0·90	
Rivière-du-Loup wharf	.....	.....	.....	4·61
Rimouski wharf	.....	.....	.....	2·58
Ste. Rosalie Jct. to Montreal (joint section)	37·03	37·03	.....	.....
Quebec Bridge connection	.....	.....	.....	2·37
Total	400·33	40·75	47·86	75·64
District No. 2—				
Moncton	175·25	.....	16·71	42·37
Dalhousie	6.74	.....	.....	1·42
Campbellton	105·38	.....	9·41	7·54
Fredericton	110·64	.....	4·45	8·10
Loggieville	13·77	.....	1·03	6·43
Total	411·78	.....	31·60	65·86
District No. 3—				
Halifax	62·12	14·04	8·56	61·79
Truro	124·75	7·08	19·83	30·50
St. John	89·36	3·05	13·00	53·58
Pt. du Chene	11·89	.....	1·10	3·48
Dartmouth (including D. to D.)	81·57	.....	1·06	3·77
Moncton	.....	.....	.....	23·00
Total	369·69	24·17	43·55	176·12
District No. 4—				
Sydney	101·84	.....	4·0	*27·2
Mulgrave	122·35	2·0	8·2	16·17
Stellarton	79·40	.....	3·0	15·70
Trenton	8·30	.....	0·4	4·85
Pugwash	4·60	.....	.....	2·00
Sunny Brae	12·52	.....	0·2	0·69
Pictou	2·23	.....	0·4	2·70
Vale	5·35	.....	0·0	0·50
Total	336·59	2·0	16·2	69·81

* Includes 1·6 miles old M.L. track between Georges River and Scotch Lake.

NOTE.—The length of the Intercolonial part of the Moncton subdivision has been reduced by 10·76 miles owing to the abandonment of the line between Moncton and Pacific Junction, and using the track of the National Transcontinental Railway between these points for the operation of all trains. See table of mileages, N.T.Ry.

SUMMARY INTERCOLONIAL RAILWAY.

District No.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles.
1	400·33	40·75	47·86	75·64
2	411·78	.....	31·60	65·86
3	369·69	24·17	43·55	176·12
4	336·59	2·00	16·20	69·81
Total for I.C.R.	1,518·39	66·92	139·21	387·43

SUMMARY CANADIAN GOVERNMENT RAILWAYS.

Railway.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles
Intercolonial	1,518·39	66·92	139·21	387·43
Prince Edward Island	274·60	.....	31·30	.....
National Transcontinental	2,002·71	13·45	170·37	256·49
Grand Trunk Pacific Ry. (leased lines)	192·09	.....	17·85	*40·15
New Brunswick and Prince Edward Island Ry	36·05	.....	0·93	3·35
International	111·30	.....	1·90	6·45
St. John and Quebec	119·87	.....	6·08	3·60
Total	4,255·01	80·37	367·64	697·47

RAILS.

The main line has been relaid with new 85-pound rail on the several districts as follows:—

District No.	Miles of Track.
1	26·70
2	26·04
3	12·43
4	11·00
Total track miles, new 85-lb. rail laid	76·17

With the good relay rail released in laying the above, the main track was relaid at various mileages, and all piped, excessively battered or otherwise defective rails removed from the track.

New 80-pound rails were laid in the main line as follows:—

District No. 1 . . . . . 1·95 miles.

Relaying rails were laid in the main line of branch lines releasing 56-pound rail as follows:—

District No. 2 . . . . . 3·77 miles.

The mileage of the various weights of rail in the main tracks of through main line and branches is as follows:—

District.	Weight of Rail.					
	50 lb.	56 lb.	67 lb.	70 lb.	80 lb.	85 lb.
1			7·40	15·67	308·45	74·90
2			106·83		255·92	49·03
3	4·40	7·40	28·68	4·25	316·47	32·96
4		17·90	89·91		195·98	34·74
Total	4·40	25·30	232·82	19·92	1,076·82	191·63

TIE RENEWALS.

Track ties have been renewed during the year as follows:—

District.	Main Line.	Average per Mile.	Sidings and Spurs.	Average per Mile.
	No.	No.	No.	No.
1	116,488	286	14,663	121
2	153,883	373	14,340	64
3	150,044	349	19,483	87
4	106,406	314	9,304	108

A total of 385 sets of switch ties were renewed during the year.

BALLASTING.

Ballasting of the roadbed has been completed over the following mileage:—

	Miles.
District No. 1	18·72
" No. 2	32·68
" No. 3	75·82
" No. 4	41·50
Total	168·72

DITCHING.

A total of 33·36 miles of ditching has been completed to provide better drainage for roadbed.

BANK WIDENING.

A total of 16.81 miles of embankment was widened out by filling to strengthen track and bring the roadbed to standard width.

TILE UNDERDRAIN IN WET CUTS.

District.	8-inch.	6-inch.
	Lin. ft.	Lin. ft.
1		2,450
2	2,245	3,325
3		3,300
4		3,300
Total	2,245	12,375

PROTECTION OF EMBANKMENT AND CUTTINGS.

District No. 1.—Mont Joli subdivision, at mileage 24·2, a protection wall of heavy riprap was built on the north side of the track.

District No. 2.—Fredericton subdivision, at mileage 80, a protection dyke of brush and stone, 200 feet long, was built. At mileage 83·96 a dyke 150 feet long of the same construction was built.

District No. 4.—Sydney subdivision, 1,400 lineal feet of cribwork was constructed.

ROCK CUTTINGS.

At various points on the Campbellton, Halifax, Mulgrave, and Sydney subdivision, loose and dangerous rocks have been removed from the sides and slopes of cuttings.

NEW TRACKS AND CHANGES IN MAIN LINE.

District No. 1.—Levis subdivision, between St. Romuald and Chaudière Curve, 3·12 miles of second main line have been completed. Between the Quebec Bridge connection (mileage 9·13, Levis S.D.), and the Quebec bridge, 2·37 miles of sidings have been taken over from the National Transcontinental Railway.

District No. 2.—Moncton subdivision, a cut-off 4,663 feet long was constructed between mileage 11·64, Moncton subdivision, and mile 10·76, Pacific Junction, former Napadogan subdivision, National Transcontinental Railway. This cut-off was put in service in December, 1915, and all Intercolonial trains are now run over the Napadogan subdivision of the National Transcontinental Railway from Pacific Junction to Moncton. The Intercolonial main-line track, sidings, and bridges have been taken up. Berrys Mills station on the Intercolonial was abandoned, and the National Transcontinental Railway station originally at Lutesville was moved to a new location opposite to the old Berrys Mills station, and the name changed to Berrys Mills. An agent was assigned to the station and a 600-foot loading siding and loading platform built. This change reduced the mileage of parallel line by 9·1 miles and eliminated 0·75 miles of sidings.

NEW LINES TAKEN OVER FOR OPERATION.

On January 1, 1916, the Dartmouth and Deans Railway, from Woodside to Upper Musquodoboit, 67·10 miles, was taken over for operation by the Intercolonial Railway. This branch is being constructed, under contract, by the Department of Railways and Canals. Station and other buildings, water supplies, passing and business tracks have still to be constructed.

On May 31, 1916, the Vale Railway, running easterly from New Glasgow to Thorburn, a distance of 5·42 miles, was taken over for operation. This is now shown in the time table as the "Vale Subdivision." The line was laid with 56-pound relay rail. The right of way still remains to be cleared and fenced.

PASSING SIDINGS.

New passing sidings or extensions to passing sidings have been constructed at the following points:—

	Feet.
District No. 1—	
Mont Joli, extension	3,070
Lavoie, new	3,055
Bic, new	1,816
Rioux, new	3,010
Port Pic, new	3,500
Rivière du Loup, extension	1,150
Total	15,601
District No. 2—	
Padouc, new	1,150
" extension	340
St. Octave, extension	400
Total	1,890
District No. 3—	
Windsor Junction, new	1,323
" " "	1,896
Amherst, new	2,080
Sackville, extension	370
Total	5,669

Summary of passing sidings constructed:—

	Feet.
District No. 1	15,601
" No. 2	1,890
" No. 3	5,669
" No. 4	....
Total	23,160

BUSINESS SIDINGS, ETC.

Business sidings, loading tracks, and various track changes have been constructed as follows:—

	Feet.
District No. 1—	
Mont Joli, new potato siding	650
" new scale siding	525
Rivière du Loup, new storage siding	1,940
St. Charles Junction, new storage siding	1,640
Chaudiere Junction, fuel depot siding	1,210
Levis, coaling plant siding	3,304
Drummondville, loading siding	680
" coal plant siding	1,044
Total	10,993
District No. 2—	
Newcastle, new siding	570
Petit Rocher, new siding	378
Loggieville S.D., mile 8·94, new siding	489
Derby Junction, new siding	700
Total	2,137

The business siding at mile 47·5, Campbellton subdivision, was moved to mile 47·2. A switch was put in at the west end of the spur at Ste. Florence, converting it into a through siding.

A spur line 2·42 miles long, with siding facilities, was built from mileage 120·76, Moncton subdivision, just east of Bathurst station, to the pulp and paper mills of the Bathurst Lumber Company at Bathurst, N.B. The total length of track built is 14,850 feet. The spur is now operated by the Bathurst Lumber Company.

	Feet.
District No. 3—	
Sackville, new siding	550
District No. 4—	
Trenton, extension	1,040

Summary of business sidings completed:—

District No. 1	10,993
" No. 2	16,987
" No. 3	550
" No. 4	1,040
Total	29,570

BUSINESS AND OTHER SIDINGS TAKEN UP.

	Feet.
District No. 1—	
Carmel pit	12,304
Blake (part)	221
Goodhue	418
Soulard	1,125
Total	18,399

PRIVATE SIDINGS.

Location	Name of Person or Firm.	Feet.
District No. 1—		
Mont Joli, mile 8·9	Isidore St. Laurent	1,000
" " 68·34	Brown Corporation	6,424
Lévis " 11·8	Dry Dock Co.	3,635
" " 12·0	Davie Shipbuilding and Rep. Co.	2,034
	Total	13,093
District No. 2—		
Bathurst	Bathurst Lumber Co.	3,141
Campbellton S.D., mile 43·11	Aquilas Lajoie	440
" " " 45·54	Jos. Laforce	400
Loggieville " " 6·30	H. A. Frank	313
Fredericton " " 57·20	H. Holmes	264
" " " 1·09	S. R. McElwee	324
	Total	4,882
District No. 3—		
Stewiacke	J. Lewis & Sons	853
Halifax	Brandram-Henderson	222
Truro S.D., mile 85·2	C. S. Hickman	320
Humphreys	LeB. D. Lockhart	230
St. John	St. John Exhibition Association	322
Moncton	John H. Marks	608
Pt. du Chêne	Roger Miller, P.E.I. Co., Ltd.	110
Lawrencetown	Pictou Contractors Supply Co.	380
Dartmouth	Dartmouth Coal and Supply Co.	30
Woodside	Acadia Sugar Refinery Co.	238
Port Elgin	C. S. Hickman	575
	Total	3,888

District No. 4—			
Sydney S.D.,	mile 70·08	C. L. Osborne	700
" "	" 86·70	McMillan	523
Mulgrave "	" 63·4	W. Robertson	295
" "	" 44·34	Cameron & Fraser	58
Trenton "	" 1·78	Nova Scotia Steel and Coal Company	270
		Total	1,846

Summary of private sidings constructed—	Feet.
District No. 1	13,093
" No. 2	4,882
" No. 3	3,888
" No. 4	1,846
Total	23,719

WATER SERVICE.

District No. 1.—Chaudière Junction: A standard No. 1 enclosed 40,000-gallon tank was erected to replace one destroyed by fire November 26, 1914. The old pump was dismantled and shipped to Stores department.

Trois Pistoles: Repairs were made to lower reservoir.

DeLotbinière: Tank repaired and painted.

The counter balance weights of six tanks were raised to give greater clearance.

District No. 2.—The tanks, pipe-lines, boilers and pumps at Canaan, Harcourt, Rogersville, Newcastle, Beaver Brook, Red Pine, Bathurst, Belledune, Charlo, Matapedia, Millstream, Routhierville, Causapscal, Petit Metis, Loggieville, Millerton, Blackville, Durham, and Gibson, were given an overhauling and repaired.

Jacquet River: New 40,000 gallon standard enclosed tank erected.

Dalhousie Junction: A new concrete dam to form a reservoir was built, and a 10-inch pipe-line laid from the reservoir to a new Sheffield-Johnson standpipe at the main line. The water pipes in the station were overhauled and repaired.

Campbellton: Repairs were made to the water tank and standpipe, to the pipe-lines for heating and watering cars, and to the toilets in the resthouse.

Val Brillant: Arrangements have been made to replace the wood tank destroyed by fire in 1914 with a new steel 40,000-gallon tank and 10-inch standpipe. The concrete foundations for the tank have been built and the tank will be erected as soon as delivered by the manufacturers.

District No. 3.—Painsec Junction: Pipe-line for station water supply renewed.

Island Yard (St. John): Water supply and lavatories installed in the yard office.

Moncton: Water metres were installed in the general offices, car service building, gas plant, car cleaning yard, oil storage house, engine house, station and yard office.

District No. 4.—Water metres were installed in the engine houses at Stellarton and Pictou.

Extension to the water supply lines was made at New Glasgow, Tatamagouche, Westville, and Sydney.

A new pump was installed in the pump house at River John, and a second-hand boiler in the pump house at Oxford Junction.

BUILDINGS.

New buildings, platforms, alterations, and additions to existing buildings were constructed as follows:—

District No. 1.—Mont Joli subdivision: Mont Joli, new concrete platform 750 feet by 8 feet.

Rivière du Loup: New stock pens of standard wire fence construction were erected at Ste. Helène, Ste. Louise, Carrier, River Ouelle Junction, and St. Charles Junction.

Lévis subdivision: Lévis, a new freight shed 400 feet by 40 feet, including office and lavatories, was constructed. The shed is of brick with steel frame with a tar and gravel roof, on a concrete foundation. The office is steam heated, and the whole shed is lighted by electricity. There are extension cords to permit of lights being taken into cars. The building has continuous sliding doors on the track side. The shed was put in service January 1, 1916, and the old shed abandoned. The new shed was built by contract.

A coal handling plant for unloading coal from ships was constructed, for storing and loading into cars railway coal consumed between Rivière-du-Loup and Drummondville. It has two structural steel towers, 131 feet high, each fitted with a 2-ton grab bucket and hoist. The towers are movable, and have a range of 252 feet along the unloading dock. The coal is carried on an electrically driven cableway, 1,700 feet long, supported on a timber trestle, to 21 receiving pockets of 84 tons capacity each. These pockets are equipped with chutes for loading cars. The pockets, cableway, and towers were erected by contract, and the necessary tracks by the railway forces. The capacity of the plant is 500 tons per hour, with the grab buckets of both towers working. It takes the place of the locomotive plant formerly used at the Princess pier.

St. Romuald: New station platform built for double track.

Chaudière Subdivision. St. Apollinaire, new wood freight shed 50 feet by 26 feet. New two-stall outside privies were erected at St. Apollinaire and St. Perpetue, and a new mail crane at Mont Joli.

Platform scales were placed in the freight sheds at Lévis (2), Montmagny (1), Laurier (1).

Buildings were strengthened and repaired as follows: Mont Joli, engine house; Bic station, waiting room; Trois Pistoles, station roof; St. Eloi, station stairway; Isle Verte, station: St. Arsene, station; Rivière-du-Loup, machine shop and engine house: Old Lake Road, station roof; St. Helene, station roof; St. Phillipe, station roof; St. Francois, station roof; St. Pierre, station; St. Valier, station; Chaudière Junction, enginehouse, boiler room, machine shop, and office; Levis, B. & B. shop and ice-house relocated; DeLotbinière, station and agent's dwelling; Villeroy, section dwelling, St. Cyrille, agent's dwelling and station; Aston Junction, station; Manseau, station; St. Leonard Junction, station; Bagot, station; Lemieux, station; Ste. Rosalie Junction, station.

Station platforms were renewed in wood at nineteen locations, and in cinder at three locations.

District No. 2.—New stations were built on district No. 2 as follows: Derby Junction new No. 5 station and platform. Hodgins, shelter.

Standard coal sheds were built at the following points: Gloucester Junction, Belledune, St. Moise.

A standard double tool house was built at Harcourt.

Loading platforms of standard height and clearance were built at Newcastle, Chatham, and Berrys Mills; and a transfer platform of standard height, 369 feet long, at Newcastle.

Standard freight shed platforms were built at the following points: Matapedia, Lac au Saumon.

Standard stock pens were built at the following points: Nash's Creek, Sayabec, Jacquet River.

Station platform at Doaktown was lowered to standard height and given standard clearance.

Coal bins were built as follows: Red Pine, in freight shed; Millstream, in tank.

Station and other buildings were given a general overhauling and repairs as follows: Coal Branch, station; Rogersville, station; Newcastle, station; Dalhousie Junction, station; New Mills, station; Campbellton, station; Flatlands, station; St. Florence, station; Amqui, station; St. Moise, station; Petit Metis, station; Gibson, engine-house, ice-house, and stores building.

In addition to the stations enumerated, 33 stations, 40 station platforms, 13 freight sheds, 6 loading platforms, and 1 dwelling were given general repairs.

The exteriors of the following stations were painted: Rogersville, Elm Tree, Matapedia, Millerton, Upper Blackville, Loggieville, Gibson, Newcastle.

The interiors of the following stations were painted or papered: Dalhousie Junction, Chatham, Canaan, Adamsville, Kent Junction, Newcastle.

Eight dwellings were painted on the outside at points as follows: Bartibogue, Campbellton, Matapedia (2), Millstream (2), Millerton, and Quarryville, and wood passenger platform was built at Berrys Mills, and a cinder passenger platform at Adamsville.

District No. 3.—New passenger stations were erected as follows: Humphreys, standard No. 3 station; Lantz, shelter station.

New standard passenger wood platforms were built at the following points: Shubenacadie, Stewiacke, Apohaqui, Bloomfield, Passekeag, Lakeside, Quispamsis.

Cinder passenger platforms were built at McLeods and Model Farm.

Standard coal houses were built at Lakeside, Anagance, and Torryburn.

Three passenger and freight platforms were renewed as follows: Greenville, station platform; Amherst, freight shed; Plumweseep, station platform.

Standard stock pens were erected at Petitcodiac, Penobsquis, Apohaqui, and Passekeag.

A new standard freight shed and machinery platform was built at Oxford Junction.

At Moncton repairs and additions were made at the shops, roundhouse, stores and office buildings, etc., new skylights on mechanical shops; office rearranged in stores building; floor in boiler shop renewed; roofs insulated, passenger car shop and brass foundry; new hydrant house at shops; transfer platform at freight shed extended 80 feet, and umbrella roof constructed; brass foundry extended 50 feet; planing mill roof trusses repaired.

District No. 4.—New stations were built as follows: Trenton, new standard No. 2 station, with wood passenger platform, 357 feet long; Sylvan Valley, shelter station.

Passenger platforms were renewed at the following places: North Sydney, West River, Eureka, Merigomish, Marshy Hope, Westville, Sylvan Valley.

Standard wire fence stock pens were erected at Lansdowne, Conns Mills, Pugwash.

Station and other buildings were raised standard height above the track, or had projections cut off to give standard side clearance, at Iona, Denmark, River John.

Coal bins and coal houses were built at Sylvester, Marshy Hope, Merigomish.

A new track scale was installed at Sydney Mines.

A freight shed platform was built at North Sydney.

Buildings and wharves were repaired, moved, and painted as follows: The old North Sydney Junction station was moved to a point on the main line east of Georges River station. Little Bras d'Or, outside porch built. Sydney, station painted outside, platform and hand-rail put in high tank, and new toilets installed. Stellarton, engine-house and turntable repaired, and concrete water metre-house built. New Glasgow, station rearranged. James River, freight shed repaired. Scotsburn, freight shed moved to new location. Pictou, turntable and wharf repaired. Pugwash, wharf repaired Trenton, new loading platform built, and lighting posts installed on platform.

FENCING, NEW AND REPAIRS.

New standard wire fence, 108·27 miles, was erected as follows:—

District.	New Wire Fence.	Wire Fence Repaired.
	Miles.	Miles.
1	37·45	
2	18·77	0·47
3	16·15	
4	35·40	
Total	107·77	0·47

TERMINAL IMPROVEMENTS.

District No. 1.—Mont Joli: The main-line track was straightened to permit of a switching lead being installed to facilitate switching movement. A concrete platform was constructed at the station. A siding for loading potatoes was put in and the track scale moved to a new location at the west end to relieve congestion in the yard. This track was extended westwardly to give more space for weighing operations. A feed-water heater, with necessary piping, was installed in the engine-house.

An engine-type generator was installed in the engine-house to supply current for lighting the engine-house, passenger station, ice-house, freight shed, and offices. Wall-type reflectors with 100-watt lamps were installed in the engine-house and complete wiring system in iron conduit was installed in all buildings.

Rivière-du-Loup: A second track was laid across the Rivière-du-Loup bridge to facilitate switching operations. A siding was built in Gauvreau yard for the storage of disabled cars. The electric lighting system in the engine-house was improved by the addition of tungsten lamps with reflectors, and the wiring put in iron conduit. A new boiler feed pump as an auxiliary was put in, and a vacuum pump added to improve and reduce the cost of heating the shops and engine-house.

Chaudière Junction: The electric lighting and boiler feed pump systems were improved by the installation of 100-watt tungsten lamps and a feed water heater.

District No. 2.—Campbellton: The heating system in the engine-house was improved by the installation of a vacuum pump and a change in the system to heat by exhaust instead of live steam, to effect greater economy in fuel consumption. A feed water heater and an auxiliary boiler feed pump were put in. Electric lighting fixtures were installed on the platform where cars are watered.

Gibson: The boiler in the engine-house was replaced with a second-hand boiler.

District No. 3.—Halifax: The track rearrangement on new pier No 2 was completed. A new timber coping was placed on the retaining wall at the car cleaning plant, and electric and water metres installed in new pier No. 2 to register electric

current and water used. The railway power wires were repaired, and poles on the city's streets were repainted. Cluster lights were installed on piers 2 and 9 to facilitate loading of transports at night.

Windsor Junction: The capacity of the yard was increased by 100 cars by the installation of 4,900 feet of sidings, and train movement facilitated by the addition of three cross-over tracks.

Rockingham: Additional storage for 480 cars was provided by installing 19,200 lineal feet of sidings. The station and freight shed were wired for electric lighting.

Richmond: Additional tracks totalling 3,220 feet were installed, increasing the storage capacity of the yard by 65 cars.

Moncton: The Main street subway and track changes in connection therewith were completed. A fire protection system was installed at the new shops. A radial brick chimney, 175 feet high, was built, eliminating two draft fans, steam operated, with a view to effecting economy in maintenance and operation. A feed water heater of greater capacity was installed, and electric-driven sump pump and a 500-k.v.a. synchronous motor condensor, 940-k.v.a. turbo generator, were installed in the power-house, to effect greater economy and to improve the voltage regulation, thus increasing the capacity of the power-house. A duplex compound air compressor was installed in the engine-house. An auxiliary generator for charging the batteries of electrically lighted cars was installed in the car shops.

Cast-iron lamp posts, fitted with high power nitrogen gas-filled lamps, were installed to improve the lighting to the approaches of the passenger station.

The private telephone lines through the railway yards were renewed, and seven new telephones added to the system.

Water meters were installed in the general offices, car service building, gas plant, car cleaning yard, engine-house, coaling plant, and oil storage house, to effect a saving in water consumption and reduce the expense.

Sidings were constructed in the yard for the storage of scrapped locomotives, car storage, scrap unloading, rail saw, and official cars, total of 4,850 lineal feet.

A rearrangement of the station driveways and grounds was made.

Truro: A boiler feed pump and feed water heater was installed in the engine-house. A vacuum pump was put in, and the heating system in the engine-house was altered to use exhaust instead of live steam.

District No. 4—Sydney: Feed water heater and air compressor installed in the engine-house. The electric lighting system in the engine-house was improved by the addition of 100-watt tungsten lamps, and the wiring put in iron conduit. A boiler feed water heater and duplex air compressor were also installed in engine-house.

Point Tupper: A boiler feed pump and feed water heater and vacuum pump were installed in the engine-house. The heating system was changed from live to exhaust steam, to effect greater economy.

Stellarton: The electric lighting in the engine-house was improved by the addition of 100-watt tungsten lamps, and the wiring put in iron conduit. A water meter was installed. A feed water heater was installed in the engine-house. A cross-over was put in the main line at the station to facilitate the movement of trains.

DAMAGE BY FLOOD.

District No. 2.—A freshet in the Nashwaak river in the spring of 1915 flooded the track at four locations on the Fredericton subdivision, doing considerable damage to the roadbed.

District No. 3.—A high tide on September 27, 1915, at Point du Chene damaged 150 feet of the roadbed.

District No. 4.—High tides damaged the roadbed at Pictou Landing, Pugwash, Brown's Point, and Loch Broom.

DAMAGE BY FIRE.

Location.	Date.	Damage.
District No. 1—		
Riv.-du-Loup S.D.—		
Mile 108	September 30, 1915	102 rods wire fence.
" 109	" 30, 1915	40 "
Lévis S.D.—		
Ville Marie	October 1, 1915	Station platform damaged.
St. Romuald	May 27, 1915	Roof of station damaged.
Chaudière S.D.—		
St. Leonard	June 2, 1915	175 ties burned.
Daveluyville	August 3, 1915	24 "
Mile 1·5	" 3, 1915	150 fence posts, 7 telegraph posts.
Ste. Rosalie Jct	June 27, 1915	Station slightly damaged.
District No. 2—		
Moncton S.D.—		
Mile 147·5		400 fence posts and 40 rods fence wire.
District No. 3—		
Halifax S.D.—		
Old Pier No. 2	March 14, 1916	Wharf 525 x 80, shed 487 x 47, six box cars.
District No. 4—		
Sydney S.D.—		
Boisdale	January 7, 1916	Station and part of platform.
Point Tupper	March —, 1916	Foundation boiler house.

SURVEYS.

Resurveys for standard right of way plans have been made as follows: District No. 4, Mulgrave S.D., mile 0·0 to 42·0, 42 miles.

Surveys and plans for standard track profiles have been completed as follows:—

					Miles.
District No. 1—					
Nicolet S.D.	Mile	0·0	to	16·8	16·8
Chaudière S.D.	"	100·0	"	115·8	15·8
Riv.-du-Loup (Wharf Br.)	"	0·0	"	4·2	4·2
Riv. Ouelle	"	0·0	"	6·5	6·5
Quebec Br. Connection	"	0·0	"	2·4	2·4
					45·7
District No. 2—					
Campbellton S.D.	Mile	80·0	to	100·0	20·0
Fredericton S.D.	"	0·0	"	110·7	110·7
Loggieville S.D.	"	0·0	"	13·8	13·8
Dalhousie S.D.	"	0·0	"	6·7	6·7
					151·2
District No. 3—					
St. John S.D.	Mile	0·0	to	89·3	89·3
Pt. du Chêne S.D.	"	0·0	"	12·0	12·0
Dartmouth S.D.	"	0·0	"	15·0	15·0
N.B. and P.E.I.	"	0·0	"	36·0	36·0
					152·3
District No. 4—					
Mulgrave S.D.	Mile	0·0	to	42·0	42·0
Vale S.D.	"	0·0	"	5·4	5·4
Sydney S.D.	"	75·0	"	91·5	16·5
					63·9
Total					413·1

Station-ground yard plans have been completed as follows:—

	Plans.
Mont Joli S.D.	11
Rivière du Loup	18
Lévis	5
Chaudière	23
Nicolet	1
Rivière Ouelle Wharf Branch	2
Moncton	10
Dalhousie	1
Campbellton	9
Fredericton	20
Loggieville	2
Halifax	11
St. John	23
Truro	21
Dartmouth	2
Pt. du Chene	3
Sydney	21
Stellarton	4
Trenton	1
Sunny Brae	2
Total	190

TRACK CENTERING.

Track has been recentered and curves spiralled as follows:—

District No. 1	30·15
" No. 2	128·69
" No. 3	21·05
" No. 4	31·50

CONSTRUCTION SURVEYS.

Grade reduction and line improvement surveys were made as follows:—

	Miles.
Reconnaissance	310
Preliminary and projected location	354
Location	102
Track record surveys	37
Inspection of survey lines	128
Inspection of proposed routes	37

BRIDGES AND CULVERTS.

Repairs and renewals to bridges and culverts have been made as follows:—

District No. 1.—Mont Joli Subdivision: Mile 60·7—An overhead bridge, carrying a highway, consisting of a converted through lattice girder on concrete abutments, was completed.

Mile 83·3.—The bridge over the Rivière-du-Loup was completed, and final coat of paint applied.

Bridges 14·1 and 56·9 were finally completed.

One I-beam span was replaced with a 30-inch C.C. pipe and fill.

Six wooden stringer openings were replaced with concrete pipe and cast-iron culverts and filled.

Three concrete rail covers with ballast floors were substituted for I-beam stringers and open-wood decks.

Two bridges had the decks renewed.

The masonry abutments of one bridge were repaired; five bridges were painted, and one wood box culvert renewed.

Rivière-du-Loup Subdivision: Bridges, 3.9, 21.7, 24.3, 26.6, 28.3, 35.5, 35.6, 47.3, 57.7, 77.5, and 77.8, all of which were practically completed last year, were given a final coat of paint, and are now complete.

Mile 111.0—Two new concrete abutments and one pier were built by contract and a new 50-foot D.P.G. span was put in.

Two wood stringer openings were replaced with concrete pipe culverts, and filled.

Two concrete rail covers, with ballast floors, were substituted for I-beam stringers and open-wood decks.

Three bridges were given light repairs.

Old bridges painted, six.

Culverts filled, one.

Lévis Subdivision: The following new bridges which were practically completed last year were given a final coat of paint, and such other work as was necessary to complete them: 17.96, 18.15, 19.7, 20.1, 20.3.

Mile 19.5—Old steel span replaced with two spans from mile 18.3, with alterations to existing masonry and new bridge seats and ballast walls.

Mile 20.2—A new D.P.G. span for second track was erected.

Mile 20.8—N.T.R. overcrossing was completed this year. The bridge now consists of a 3-span D.P.G. bridge on concrete and masonry abutments.

I-beam spans were replaced with concrete rail culverts at two locations.

A wood stringer opening was replaced with concrete pipe culvert and fill at mile 18.0.

One wood box culvert was renewed and one culvert filled.

Chaudière Subdivision: The following new bridges, which were practically completed last year, were given a final coat of paint and such other work as was necessary to complete them was done: 2.2, 6.6, 13.0, 13.2, 23.6, 24.5, 30.7, 31.7, and 43.1.

Mile 50.8—Gentilly River, 30-foot through plate girder span was erected, and a new concrete abutment built.

Two I-beam spans were replaced with concrete rail culverts.

Ten wood stringer openings were replaced with concrete pipe culverts, and filled.

Twenty-four bridge decks were renewed.

Four wood box culverts were replaced with concrete pipe culverts, and one wood box with a concrete rail culvert.

The masonry was repaired at eight bridges.

Five bridges were repainted.

One wood box culvert was renewed.

Four culverts were filled.

Quebec Bridge Connection: The masonry of the Chaudière River bridge was repaired.

District No. 2.—Moncton Subdivision: Kouchibouquacis River—An 85-foot D.P.G. span was erected complete on the new masonry built last year.

The following new bridges, which were practically complete last year, were given the final field coat of paint, and completed: 61.2, 65.1, 118.1, 125.5, 136.2, 152.5, 159.8.

The decks on twelve bridges were renewed.

The masonry of seventeen bridges was repaired.

Fifteen bridges were repainted.

Mile 80.0—Highway over-crossing, new concrete abutments built. The old rail truss will be replaced in 1916-17 with a 64-foot lattice girder span.

Mile 120.7—Highway over-crossing, new concrete abutments built. The old rail truss will be replaced in 1916-17 with a 105-foot lattice girder span.

Mile 152.5—Highway over-crossing, new concrete abutments built. The old rail truss will be replaced in 1916-17 with a 105-foot lattice girder span.

Mile 10.6—The span was removed from this bridge on account of the abandonment of the main line of the I.R.C. between mileage 2 and 11.6.

Campbellton Subdivision: New bridges which were practically completed last year were given a final field coat of paint and completed as follows: 5.2, 43.4, 58.6, 102.1.

Mile 91.10—A new wood overhead farm crossing bridge.

Mile 104.7—An I-beam span on masonry walls was replaced with a concrete rail top culvert.

The decks were renewed on seven bridges.

The masonry of two bridges was repaired.

Twenty-five bridges were repainted.

Fredericton Subdivision: New bridges which were practically completed last year were given a final coat of paint and completed as follows: 49.2, 86.9, 105.3.

Alterations to bridge seats and ballast walls for heavier steel spans have been made at bridges 13.5, 13.6, 13.9, 20.9, 21.5, 70.6, 99.3 and 99.4. New steel spans will be erected in 1916-17.

Mile 62·7—New concrete abutments have been built. A 30-foot through plate girder will be erected in 1916-17.

Mile 92·4—New concrete abutments have been built. A 28-foot deck plate girder will be erected in 1916-17.

Mile 95·3—New concrete abutments have been built. A 23-foot I-beam span will be erected in 1916-17.

Mile 102·6—The grade at this bridge was raised 3 feet. Material for a concrete pile trestle is now on the ground for erection in 1916-17.

Fifteen stringer openings were strengthened to permit of the running of heavier engines.

Four wood box culverts were replaced with concrete pipe culverts.

One wood box was renewed.

Five culverts were repaired.

Four bridges were repainted.

Loggieville Subdivision: The steel work of two bridges was cleaned and painted.

Bathurst Spur, Mile 0·5—A through plate girder span 88 feet long was erected over the Little river.

District No. 3.—Halifax Subdivision: Mile 1.0—Richmond yard, a steel overhead foot bridge composed of two through trusses, 118 and 60 feet, respectively, with stairway for ascending to the street level, was erected complete.

The following bridges which were practically completed last year were given a final field coat of paint and completed: 9.1, 18.2, 19.5, 20.5, 29.4, 38.2, 57.9, 58.4.

Mile 34·8—A rail concrete cover with ballast floor was substituted for an open wood deck.

Culvert repaired, 2.

Bridges painted, 2.

Wood culverts replaced with concrete pipe, 20.

Truro subdivision: The following bridges, which were practically completed last year, were given a final field coat of paint and completed: 8.2, 14.5, 23.2, 47.1, 80.1.

Mile 79.5—Highway over-crossing, new concrete abutments have been completed. A 105-foot through lattice girder has been fabricated and shipped to the site for erection in 1916-17.

Mile 96.3—Palmers Pond, a D.P.G. span, 82 feet long, was erected complete.

Mile 97·0—Dorchester subway, a 24-foot I-beam span, 23 feet long, was erected and completed.

Mile 111.2—Memramcook river, a D.P.G. span 63 feet long was erected and completed.

Mile 124.6—Main street subway, Moncton. This work has been practically completed. Culverts repaired, six. Culverts replaced with concrete arches, one. Repairs to bridge masonry, fourteen. Bridges cleaned and painted, five.

St. John Subdivision: Mile 64.4—Highway over crossing, new concrete abutments built. A 105-foot through lattice girder has been fabricated and shipped to the site for erection in 1916-17.

Mile 68·5—Highway over-crossing, new concrete abutments have been built. A 105-foot through lattice girder has been fabricated and shipped to the site for erection in 1916-17.

New decks on bridges, three. Bridges cleaned and painted, eighteen. Bridge and culvert masonry repaired, nineteen. Concrete rail top culverts replacing stringer openings, seven. Rail concrete covers replacing stringer openings and wood deck, two. Concrete pipe culverts replacing other culverts, four.

Dartmouth Subdivision: Culverts replaced with concrete and cast-iron pipe, two. Repairs to masonry of bridges, one. New decks on bridges, two. Concrete rail top culverts, one.

Point du Chene Subdivision: Mile 8.1—Alterations were made to the masonry and a new steel superstructure composed of one 65-foot 6 inches and three 64-foot 6 inches D.P.G. spans was erected complete.

District No. 4.—Sydney Subdivision: Mileage 9.8—River Inhabitants. The masonry has been altered to fit a new steel superstructure composed of one D.P.G. 53 feet, and one T.P.G., 104 feet. The steel work has been received and is being erected.

Mileage 11·34—Dowling's Gulch. A steel trestle is being replaced with a 10-foot concrete arch and fill. The arch is complete, and filling has been started, work being done under contract.

Mileage 12·9—McDonald's Gulch. A steel trestle is being replaced with a 10-foot rail top culvert and fill. The culvert work has been started and will, with the filling, be completed in the latter part of 1916. Work is being done by contract.

Mileage 23·1—River Deny's. The masonry has been altered to fit a new steel superstructure composed of one T.P.G. 78 feet 5 inches and one T.P.G. 104 feet long. The steel has been fabricated and will be on the site in 1916, when erection will be proceeded with.

Mileage 27·3—Mill Brook. A steel trestle is being replaced with a 14-foot concrete culvert and fill. The culvert is complete, and the filling will be finished in the fall of 1916. Work is being done under contract.

Mileage 87·3—Ottawa Brook. The steel trestle is to be replaced with a heavier trestle. The new concrete substructure has been completed, and the steel fabricated and partly shipped. The erection will be completed in 1916-17.

Mileage 38·6—Walker's Gulch. The steel trestle is to be replaced with a heavier trestle. The new concrete substructure has been started, and will be finished early in 1916. The new steel work has been fabricated and will be shipped to the site and erected in 1916-17.

Mileage 40·9—Jamesville No. 1. The steel trestle is being replaced with a 48-inch cast-iron pipe culvert, encased in concrete, and fill. The culvert has been completed and filling started. The work will be finished in the fall of 1916. Work is being done under contract.

Mileage 41·1—Jamesville No. 2. The steel trestle is being replaced with a 48-inch cast-iron pipe culvert, encased in concrete, and fill. The culvert has been completed and the filling will be started in the spring and completed in the fall of 1916. Work is being done under contract.

Mileage 41.6—Jamesville road. The masonry has been altered to fit a heavier span. New steel work—a 330-foot D.P.G.—has been fabricated; it will be shipped to the site in the spring of 1916, and erected.

Mileage 45·7—The grade of the track was raised 3 feet, and a heavier superstructure, composed of six 238′ 6″ trough-truss spans and a 241-foot swing span of the through-truss type, fabricated and delivered on the site. The fixed spans were erected complete, and the work on the swing span started. The whole bridge will be com-

pleted early in 1916. Plans have been prepared and material purchased for automatically interlocking the swing span.

Mileage 60·0—A 60-foot through plate girder span was replaced with a double 14-foot rail concrete culvert and fill.

Mileage 91·2—Leitches Creek. The 102-foot through-truss span is to be replaced with a through-plate girder designed to carry heavier engines. The necessary alterations to fit the new span have been made to the masonry. The new steel work has been fabricated, and will be shipped to the site and erected in 1916.

Mileage 92.3—Balls Creek. The 103-foot through-truss is to be replaced with a through plate girder, designed to carry heavier engines. The necessary alterations have been made to the masonry to fit the new span. The steel work has been almost completely fabricated and will be shipped to the site and erected in 1916.

Mileage 92·7—Campbell's Brook. The present through plate girder will be replaced with a through girder of heavier design. The necessary alterations have been made to the masonry to fit the new span. The steel work has been fabricated and will be shipped to the site and erected in 1916.

Mileage 98.6—Sydney River. The present 103-foot through-truss will be replaced by a through plate girder of heavier design. The necessary alterations have been made to the masonry; the new steel work has been fabricated and shipped and will be erected in 1916.

The following new bridges, practically completed in 1914-15, have been given a final field coat of paint and completed: 87·4, 88·0.

Bridges strengthened with temporary bents to carry heavier engines, thirteen.

Mulgrave Subdivision: Mileage 0.05—Leper Brook. Two 24-foot I-beam spans to replace old box girder under the main line and siding were shipped and erection started. They will be completed early in 1916.

Mileage 56.1—French river. A through plate girder 87 feet long of heavier design was erected complete on the existing masonry.

Mileage 89.5—South river. Pile bridge replaced with a 14-foot rail concrete culvert.

Mileage 93.4—Taylor's meadow: Pile bridge replaced with a 6-foot rail concrete culvert.

The following new bridges, which were practically completed last year, were given a final field coat of paint and completed, 65·9, 81·1, 82·2, 84·5, and 120·3.

Wood wall stringer openings replaced with cast-iron pipe culverts, three.

I-beam spans replaced with concrete rail culverts, four.

Bridges painted, four.

Bridges repaired, one.

The ferry slips at Mulgrave and Point Tupper were altered to fit the new *Scotia*.

Stellarton Subdivision: One wood stringer opening was replaced with a concrete arch pipe culvert, and the Pictou Harbour bridge was strengthened and repaired.

BRIDGE SURVEYS.

In the field, 806 bridges have been measured up and the office record books completed.

TURNTABLES.

The turntables at Mont Joli, Rivière-du-Loup, Chaudiere Junction, Laurier, and Ste. Rosalie Junction, were overhauled and repaired.

STATION GROUND BEAUTIFICATION.

Station ground improvement and beautification was begun, and grass plots and flower beds have been put in as follows:—

	Stations.
District No. 1	9
" No. 2	10
" No. 3	5
" No. 4	5

TIE PLATES.

Standard shoulder tie plates were put in the main line track as follows:—

District No. 1	7,200
" No. 2	23,600
" No. 3	18,720
" No. 4	94,400
	143,920

SIGNALS.

Four interlocked home signals were installed to give protection to trains crossing the C.P.R. line at grade at Drummondville.

SEMAPHORES.

Semaphores were renewed at Harcourt, Derby Junction, Petit Rocher, Jacquet River, Charlo, Eel River, Doaktown.

Fifty-five standard two-position train order signals were purchased for installation in 1916-17 at stations on districts 2 and 3.

ELECTRIC LIGHTING.

The following stations were wired for electric light, exclusive of terminal points previously noted: Milford, Dalhousie.

Repairs were made to electric lighting system at—

St. John—Primary power wires.
Moncton—Coaling plant.
Sussex—Freight shed and office.
Amherst—Freight shed and office.
Sackville—Baggage room.
Newcastle—Baggage room.
Rivière du Loup—Freight shed and baggage room.

Thirty-five additional electric lights were installed throughout the ship *Prince Edward Island* to obtain the required illumination.

CROSSING GATES.

Crossing gates were installed at Main Street crossing, Sussex, N.B.

CROSSING BELLS.

A crossing bell was installed at the highway crossing at Little Bras d'Or, Sydney subdivision.

GENERAL.

Concrete culvert pipe was manufactured by the railway forces as follows:—

	Lineal feet.
36" round	1,324
30" "	424
24" "	1,980
18" "	3,008
36" arch	135
30" "	287
24" "	222
Total	7,380

RAIL RACKS.

About 1,520 pairs of concrete rail racks, giving one pair to the mile, have been manufactured and delivered over the entire system, and are now being put in place.

SAFETY FIRST.

"Safety first" signs have been distributed and put up in all conspicuous places: At public road crossings, section tool houses, freight sheds, stations, and at other points.

C. B. BROWN,
Chief Engineer.

HALIFAX OCEAN TERMINALS.

Since the date of my last report, 31st March, 1915, the works then described as in progress under contracts Nos. I, II and III in connection with the Halifax ocean terminals have been continued steadily throughout the whole year, and good progress has been made on both the railway and dock works.

HALIFAX OCEAN TERIMINALS RAILWAY.

Contracts Nos. 1 and 2 (let as one contract).

Contractors, The Cook Construction Company, Limited, and Wheaton Bros.

Works included: Contract No. 1, grading of railway from Rockingham to Jubilee House, about 3½ miles, and including the formation of a freight terminal yard in Bedford basin, and a diversion of the Intercolonial railway at Fairview. Contract No. 2, grading of railway from Jubilee House to Halifax harbour, including filling along the west shore of Halifax harbour for proposed bulkhead quays and piers, and the construction of a rubble-mound breakwater.

Date of acceptance of offer, July, 1913. Work begun, July 31, 1913. Date specified for completion of works, July 1, 1915. Estimated amount of contracts:—

Contract No. 1	$ 407,995 00
" No. 2	1,035,160 00
	$1,443,155 00

Percentage of work done (based on estimated cost of $1,443,155): During year 1915-16, 65 per cent.

The time for the completion of the works under contract 1 and 2 expired July 1, 1915, and was extended to January 1, 1916, and again until October 1, 1916.

The works under these contracts have been considerably increased by the extension of the terminal yard in Bedford basin; the widening of the cutting between Stanford's pond and Mumford road for better drainage; deepening the cutting from "Oaklands" to Young avenue; widening of the cutting and terminal yard from Bower road to Pleasant street; extension in length of breakwater; and the filling of the core for proposed pier "B."

GRADING.

Rockingham to Fairview.—Early in the year it was decided to extend the new freight terminal yard northward from Mount St. Vincent academy to the south shore of Birch cove, and the filling from station 203 to station 235 (I.R.C. chainage) is accordingly being widened from a double-track embankment to the full width now required for the yard tracks.

About 75 per cent of the filling required for the enlarged yard is completed between station 160 and station 203 (I.R.C. chainage) and between these stations about 80 per cent of the heavy riprapping for the protection of the sea slopes of the yard has been completed.

Between station 158 and station 148 (I.R.C. chainage) filling for the altered and additional tracks leading to Richmond is being proceeded with, using materials from Fairview subway excavations.

Switching lead and yard tracks have been laid by the Government railways forces on a portion of the terminal yard, providing standing capacity for 650 cars, and these tracks have been used during this winter season.

Station 0+00 (=Station 178+88·9 I.R.C. chainage) to station 27+80. Commencement of new railway to Halifax and South Western Railway crossing.—From station 0+00 to station 20+00 the raising of the grade of the existing main line has been deferred until the close of this winter season's shipping traffic. From station 20+00 to station 27+80 the grading is nearly completed except at Fairview subway, where the excavations for lowering Kempt road, Dutch Village road, Bedford, and Campbell roads to pass through the proposed subway are about 30 per cent completed.

Four dwelling houses have been moved off the right of way and placed on new concrete foundations on Government lands clear of the road diversions and railway grading.

Station 27 + 80 to station 161 + 00 Halifax and South Western Railway Crossing to Cobourg Road.—The cuttings and embankments are practically formed to the required widths and grade throughout, but the slopes are still to be trimmed, and the subgrade and side ditches finished. From station 31 to station 37 the soft black mud and moss which formed the bottom of Stanford's ponds were removed down to hardpan and rock bottom and backfilled to subgrade with rock obtained from the railway cuttings further south.

Temporary wooden foot bridges over the railway cuttings have been erected west of Prince Arthur street and on the line of Cobourg road. The latter also carries a temporary wooden flume which carries the flow of the main sewer across the cutting.

Temporary wooden bridges and roadways suitable for vehicular and pedestrian traffic have been constructed north of and clear of the sites of the permanent bridges to be erected at Jubilee road and Cobourg road.

A temporary road for use during the construction of the railway has been made along the west side of the right of way and across the "Anderson" property to connect Cobourg and Jubilee roads.

Station 161+00 to station 182+50, Cobourg Road to Oakland Road.—The rock cutting has been drilled and blasted in two lifts to final grade and width throughout, but there is an average depth of about 15 feet of rock still to be excavated from the bottom of the cutting.

Temporary crossings over the cutting at grade and by temporary timber bridges, and Temporary roads on the west side of the cutting have been provided from time to time as required between South street and Oakland road for the use of the public.

Private roadways have been constructed to give access from the late Sir Sandford Fleming's property, "The Lodge," to Cobourg road and South street in lieu of the

old driveway now abandoned across the railway right of way to Oxford street. The roadway to "Birchdale" and "Thornvale" has also been diverted where it joins Cobourg road inside and along the west side of the railway right of way.

Station 182+50 to station 217+00, Oakland Road to "Maplewood" Driveway.—This cutting has been excavated almost to full bottom width and depth throughout, but the slopes have still to be trimmed, subgrade formed, and side ditches taken out.

The temporary roads and crossings at grade have been maintained at station 205+50.

Station 217+00 to station 241+00, "Maplewood" Driveway to Young avenue.—Additional right of way has been taken to cover the whole of the blocks east of Tower road from the south side of Owen street to the north side of Clarence street, and revised plans have been adopted for widening the cutting so as to greatly improve the terminal yard approaches and provide for future extensions.

The bottom width of the cutting varies from 35 feet at the present Bower road crossing to about 200 feet at Young avenue, and is now about 70 per cent excavated mostly to permanent grade.

Two dwelling-houses on Young avenue have to be moved off the site of the cuttings and new sites and foundations for these houses are being prepared on the west side of Young avenue north of Owen street, and to these the houses will later be moved bodily.

Station 241+00 to station 264+00, Young avenue to Pleasant street.—The excavation of the terminal yard areas between Young avenue and Pleasant street has been continued mainly along the west side of the main receiving and departure yard between Young avenue and old Pleasant avenue.

A new temporary road for vehicular traffic has been constructed on the south side of the railway yard cuttings, from Young avenue eastward along Clarence street and north eastwards to Owen street and thereby to Pleasant street.

FILLING EAST OF PLEASANT STREET.

The filling of the areas to be reclaimed from the harbour has been continued behind the sites of the north quay of basin No. 1 and of the bulkhead passenger landing quay.

The high-level filling for the passenger train shed, etc., has been extended up to those buildings in H. M. lumber yard and at the gas works, which are still in use and cannot at present be removed.

PERMANENT DRAINAGE.

The following concrete culverts have been built:—

Station 187 + 25—Two feet by 2 feet 9 inches by 45 feet, box culvert under main line.
Kempt Road—Three feet by 8 feet by 128 feet, box culvert to carry brook from Stanford's ponds under lowered road approach to Fairview subway, east side.
Quinpool Road—Two feet by two feet 9 inches by 135 feet. To carry surface water from berm ditches under road.

Work has been begun on the new concrete lined channel 7 feet 6 inches by 9 feet by 187 feet to carry the Stanford's ponds brook where lowered through the Carritte Paterson Manufacturing Company's property, and thence under the I. R. C. main line into Bedford basin by a 6 feet by 9 feet by 90 feet rail top concrete culvert.

The timber culverts and drains to pass the water and drainage from the west side through the widening and terminal yard filling in Bedford basin have been extended as required from time to time.

WATER SUPPLY.

The water main in Cobourg road has been temporarily diverted and arrangements made from time to time as the excavations proceeded to maintain an uninterrupted service.

A 6-inch diameter cast-iron pipe-line has been laid by arrangement with the city of Halifax along the west side of the railway right of way from Bower road to "Belmont," with branch connections to the cottages in the "Marlborough Woods" and to "Belmont."

A permanent water pipe crossing under the railway has been put in at station 126 to maintain the supply to "Armdale," and a similar temporary pipe crossing has been put in at station 136 to connect the old "Jubilee" pipe line.

A branch water-pipe line 1½ inches diameter has been laid from the city main in Cobourg road following the private roadway to "Fairfield," and another branch 2-inch diameter pipe has also been laid from the same main along the "Birchdale" road and to "The Lodge" and "Thornvale."

POLE LINES, WIRES AND CABLES FOR TELEGRAPH, TELEPHONE AND ELECTRIC POWER TRANSMISSION.

The poles, wires, and cables of the Western Union Telegraph Company, Canadian Pacific Railway Company Telegraphs, Intercolonial Railway Signal System, Maritime Telegraph and Telephone Company, Halifax Electric Tramway Company's electric lighting and power lines, military cables, etc., have been taken down and removed, diverted, reconstructed and altered where required by the new works or for safety, or in order to be clear of the contractors' plant and operations. Great care has been taken in all cases to maintain these services as far as possible without interruption.

GAS WORKS.

Arrangements have been made with the Halifax Electric Tramway Company, Ltd., for the construction of new gas works on sites at the north end of H. M. lumber yard east of the line of Water street produced southward, and on the west side of Water street between Morris and Fawson streets. Grading and other works for the construction of these new gas works are in progress, and when the new works are sufficiently advanced the old gas works on the site of the proposed new train shed will be removed and the filling, etc., for the train shed continued.

BREAKWATER.

The construction of the rubble mound breakwater from the west shore of Halifax harbour at "Prince of Wales Cove" to "Reid Rock" has been continued throughout the year. The rock filling for the "Core" is practically completed and the heavy riprap protecting the slopes is about 75 per cent completed. A large portion of the heavy rock for paving the top surface of the mound has been delivered on the breakwater, and is ready for setting.

Settlement of the rubble mound has been found fairly regular, and there has been no trouble arising from slips or slides.

The beneficial effects of the breakwater upon the terminal site protected by it, have been very noticeable, especially on the dredging and quay wall construction work.

DOCKS (FIRST UNIT).

Contract No. 3.

Contractors: Messrs. Foley Bros., Welch, Stewart & Fauquier.

Works included: Dredging and filling, quay walls, substructures for transit sheds and buildings, sewers and other works.

Date of acceptance of offer: November, 1913.

Work begun: March, 1914.

Date specified for completion of works: All work north of cope line of north quay of pier "A," May 1, 1916; all other works, May 1, 1917.

Estimated amount of contract: $5,250,000.

Percentage of work done March 31, 1915 (based on estimated cost of $5,250,000), 3·86 per cent.

Percentage of work done March 31, 1916 (based on estimated cost of $5,250,000), 34·23 per cent.

Percentage of work done during year 1915-16, 30·37 per cent.

SUBMARINE ROCK DRILLING AND BLASTING.

The drilling and blasting of the rock to be removed from the basins and sites of the quay walls was carried on up to the 8th August, 1915, by drill boat No. 1. After that date a second drill boat, similar to but larger than No. 1 and fitted with ten "Keystone" drills of the well-sinking type as against the seven similar drills on drill boat No. 1 was brought into operation.

The two drill boats have been working continuously day and night, with only such slight delays as were due to minor breakdowns and repairs.

"Drill boat No. 1" working in good rock has drilled and blasted as much as 2,500 cubic yards in one week, and "drill boat No. 2," 3,500 cubic yards per week. Under ordinary working conditions the two drill boats drill and blast 3,000 to 4,000 cubic yards of rock per week.

Very satisfactory progress has been made, and this work should be completed well within contract time.

At the present time about 24,000 cubic yards of rock have been drilled and blasted ahead of the dredging.

DREDGING.

Dredging of the inner or west ends of the basins and of the sites of the quay walls was continued up to the end of June, 1915, by the dipper dredge *King Edward.* Since that time, the dredging has been carried on by the larger and more powerful dipper dredge *Cynthia,* which is capable of dredging in hard materials to a depth of 50 feet, and has been fitted with an 8½ cubic yards manganese steel bucket specially designed for dredging rock and hard materials.

The dredging beyond the depths which could be reached by the dipper dredges has been continued by the 5½ cubic yards orange peel dredge *Lord Kitchener,* and the maximum depth to which foundations have had to be carried is about 75 feet below L.W.O.S.T.

The total dredging under this contract is about 70 per cent completed. The portions of basins Nos. 1 and 2 which had to be deepened have been dredged nearly to the full required depths with the exception of a small portion of the south half of basin No. 2, which has still to be drilled and blasted.

The materials dredged from the basins consist of mud, hardpan, and very seamy hard shale or slate rock with the strata irregular and much displaced and crumpled.

The dredging for the quay walls of basin No. 1 and the head wall of pier "A" is practically completed.

The dredging for the south side of pier "A" and for the west or bulkhead quay of basin No. 2 is about 50 per cent completed, and the dredging for the bulkhead passenger landing quay wall foundations is about 70 per cent completed.

At the northeast corner of pier "A" a pocket of very soft black mud was encountered and removed by the dredge *Lord Kitchener*. This material was unsuitable for filling, and was discharged at sea.

The dredging for the foundations of the northern 800 feet of the bulkhead passenger landing quay has been much slower than was anticipated on account of a deposit of very hard red boulder clay overlying the rock. On account of this material, it has been found necessary to carry the foundations down to a greater depth where the boulder clay is found than would have been required on a rock bottom in order to prevent the quay wall from sliding forward. The required depths are a few feet beyond the reach of the dipper dredge *Cynthia* and as drilling and blasting have had to be resorted to on account of the hardness of the boulder clay the rate of progress made by the orange peel dredge *Lord Kitchener* has necessarily been slow.

QUAY WALLS.

Bulkhead Passenger Landing Quay.—The granite filling for the rubble mound foundations for the centre portion of the bulkhead passenger landing quay is nearly completed to full height and width for its length of about 600 feet.

The extension of the north return wall of the landing quay shoreward in mass concrete west of the section to be constructed in block work is nearly completed up to 1 foot below L.W.O.S.T.

North Quay of Basin No. 1.—The diving bell commenced work on the foundations to be placed under compressed air for "stacks" of blocks Nos. 6 and 7 on June 15, 1915, and by January 21, 1916, had prepared foundations for 42 stacks or 924 lineal feet of quay wall.

Block setting commenced on September 25, 1915, and by March 31, 1916, 41 stacks of blocks or 902 lineal feet of quay wall had been set to the full height of the block work or just above high water of ordinary spring tides.

The cells of twelve of these stacks of blocks or for 262 lineal feet of wall have been filled with concrete and dredged materials in accordance with the plans. A further length of 25 stacks or 550 lineal feet of wall has the mass concrete cells filled with concrete, and the rubble filling in the other cells is being proceeded with.

North Quay Pier "A".—The diving bell commenced work on the west end of the north quay of pier "A" on January 31, 1915, and by March 31, 1916, had prepared foundations under compressed air as far as stack No. 19, or for 418 lineal feet of wall.

BLOCK MOULDING YARD.

The block moulding yard is being extended west of Pleasant street, and now contains 268 block moulding platforms with standard gauge railway track connections to each platform. The whole yard is lighted with electricity so that work may be carried on by night as well as by day.

On the reclaimed area for the terminals north of basin No. 1 and west of the passenger landing quay standard gauge tracks have also been laid down and a large block storage yard constructed.

During the season, 1,201 cellular blocks were completed, making a total to date of 1,218. Of these, 410 have been set in the quay walls and 808 are in the storage yard ready for setting.

Forty-four sets of specially constructed steel forms with a large number of spare parts and several sets of specially constructed wooden forms for curved blocks are in use.

On an average working day, ten reinforced concrete blocks each weighing about 63 tons and containing about 30 cubic yards of concrete and 3 tons of steel were made. The cement used was obtained from the factories at Belleville and Montreal, and the steel from the plants at Sydney and New Glasgow, N.S.

During the season 34,908 cubic yards of reinforced concrete and 5,593,126 pounds of steel were used in the reinforced concrete cellular blocks.

The manufacture and setting of the cellular blocks has been found to be a simple, expeditious, and efficient process for economical quay wall construction in deep water.

FILLING QUAY SPACES AND PIER "A."

All the dredged materials, excepting the small quantity of soft mud which was found unsuitable, have been used for filling in the solid core of pier "A" and in the other quay spaces behind the quay walls and also for filling the cells of the quay walls for which rock dredgings were used.

SAND AND GRAVEL.

Early in the season, the contractors made arrangements for obtaining sand and gravel and shingle from the sea beaches near East Lawrencetown. A spur track about three-quarters of a mile long was laid from the Dartmouth and Deans branch of the Canadian Government Railways to the beaches, and loading plant and tracks installed. South of Woodside on the east side of Halifax harbour, opposite the site of the docks, another spur track and timber trestle for unloading railway cars of gravel and sand by dumping direct to scows was constructed. The length of the railway haul is about 16 miles, and the distance by scows across the harbour to the dock works is about 1½ miles.

About 70,000 cubic yards of gravel and sand of good quality have been delivered on the dock works from these beaches free from interruption on account of fog or other weather conditions.

PILE MOULDING YARD.

The making of reinforced guide and key posts for the quay walls and of the reinforced concrete piles for foundations for permanent buildings and sheds was sublet by the principal contractors to the Nova Scotia Construction Co., Ltd., who have made in their well-laid-out and equipped yards at Eastern Passage, 605 guide and key posts from 12½ inch. by 12½ inch. to 16 inch. by 16 inch. in section and from 28 feet 6 inches to 52 feet in length.

They have also made 1,000 reinforced concrete piles 16 inches by 16 inches in section and in lengths of from 40 to 55 feet.

These posts and piles are being transported from the moulding and seasoning yards at Eastern Passage to the docks by water.

In the pile moulding yard at the Eastern Passage during the season, 4,457 cubic yards of concrete and 1,276,800 pounds of steel have been used.

GRANITE QUARRY.

The granite quarries, distant from the docks about 2½ miles by water, and situated on lands acquired by the Government at Purcell's Cove for the purposes of the ocean terminals have been opened up and well equipped with plant, and they have been worked steadily throughout the year.

Some 75,000 cubic yards of granite rubble have been taken from the lower or rubble quarry and 45,000 cubic feet of granite blocks of good quality for cut stone have been quarried from the upper or cut stone quarry. The rubble is being placed in the rubble mound foundations for the deep sections of the quay walls. The blocks for cut stone will be dressed and used for the facing and the coping of the quay walls from 1 foot below L.W.O.S.T. and upward.

Appended are statements of men employed and statements of additional plant placed on the works.

JAMES McGREGOR,
Superintending Engineer.

Contracts Nos. 1 and 2, The Cook Construction Company, Ltd., & Wheaton Bros., Contractors. Statement of number of men employed (exclusive of office staff, superintendents, and general foremen). Average per day per month for year April 1, 1915, to March 31, 1916:—

	Contract No. 1.	Contract No. 2.	Total.
April	120	380	500
May	154	368	522
June	134	387	521
July	131	397	528
August	129	287	416
September	116	279	395
October	176	219	395
November	228	175	403
December	130	318	348
January	99	211	310
February	94	209	303
March	59	195	254

Construction work has been carried on continuously by day and night shifts all the year round.

Statement of additional plant on works March 31, 1916, over plant reported on works on March 31, 1915:—

Two traction electric "Cyclone" drills, size of bits 5§-inch.
Two standard gauge 6-wheel 65-ton locomotives, with tenders.
Thirty standard gauge 16 cubic yard side air dump cars.

Contract No. 3, Messrs. Foley Bros., Welch, Stewart & Fauquier, contractors. Statement of number of men employed (exclusive of office staff, superintendents, and general foremen), for the year April 1, 1915, to March 31, 1916:—

April	251
May	365
June	490
July	506
August	526
September	530
October	563
November	555
December	456
January	412
February	356
March	446

Construction work has been carried on continuously by day and night shifts all the year round.

Statement of additional plant on works March 31, 1916, over plant reported on works on March 31, 1915:—

1 dipper dredge, *Cynthia*.
3 hopper dump scows, 800 cubic yards capacity.
2 tugs, *Lord Roberts* and *Lord Beresford*.
1 wooden scow No. 12, 24′ by 100′
1 " No. 13, 26′ by 75′ (about).
1 " No. 15, 24′ by 100′
1 standard gauge locomotive crane, 150 tons (Industrial Iron Works).

NATIONAL TRANSCONTINENTAL RAILWAY.

ROAD-BED AND TRACK.

Subdivisions.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles.
District No. 1—				
Quebec	125·87	2·17	10·30	19·95
Fitzpatrick	118·78	.....	8·65	11·42
Parent	102·54	.....	8·15	6·97
Doucet	107·09	.....	9·46	11·93
Cadorna Branch	5·90	.....	.....	0·23
Bridge to Champlain Market	6·48	6·48	.....	.....
Total	466·66	8·65	36·56	50·50
District No. 2—				
O'Brien	112·59	.....	6·32	0·40
Cochrane	129·08	.....	11·58	15·24
Hearst	125·11	.....	13·47	8·83
Grant	131·23	.....	12·19	8·56
Armstrong	132·71	.....	12·05	6·51
Total	630·72	.....	56·61	39·54
District No. 3—				
Fort William	60·76	.....	4·96	32·33
Raith	137·73	.....	14·74	7·82
Graham	123·21	.....	11·31	25·31
Winnipeg	128·96	4·80	9·74	48·05
Total	450·66	4·80	40·75	113·51
District No. 5—				
Moncton	10·76	.....	1·41	9·37
Napodogan	106·63	.....	8·18	13·00
Edmundston	113·06	.....	8·83	14·08
Monk	123·99	.....	10·64	12·64
Lawrence	100·23	.....	8·39	3·85
Total	454·67	.....	37·45	52·94

SUMMARY.

District No.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.	Miles.
1	466·66	8·65	36·56	50·50
2	630·72	.....	56·61	39·54
3	450·66	4·80	40·75	113·51
5	454·67	.....	37·45	52·94
Totals	2,002·71	13·45	170·37	256·49

NOTE.—Of the above the following lines are operated under lease from the Grand Trunk Pacific Railway Company:—

Subdivision.	Table of Mileages.			
	Main Line.	Second Main Line.	Passing Sidings.	Other Sidings and Spurs.
District No. 3—	Miles.	Miles.	Miles.	Miles.
Fort William	60·76	.....	4·96	32·33
Raith	131·33	.....	12·89	7·82
Total	192·09	.....	17·85	40·15

RAILS.

A total of 2·8 miles of track were relaid with new 80-pound rail as follows:—

	Miles of Track.
Fort William subdivision	0·8
Raith subdivision	2·0
Total track miles of new 80-lb. rail laid	2·8

The mileage of the various weights of rail in the main tracks of through main line and branches are as follows:—

Weight of Rail.	56-lb.	67-lb.	72-lb.	75-lb.	80-lb.
	Miles.	Miles.	Miles.	Miles.	Miles
N.T.R. west of Quebec bridge	3·5	1·16	.....	.....	1,364·74
G.T.P. Leased Lines Ft. William to Superior Jct.	.....	.....	5·0	6·0	181·09
N.T.R. Moncton to Diamond Jct	.....	.....	.....	.....	454·67
Totals	3·5	1·16	5·0	6·0	2,000·50

TIE RENEWALS.

Track ties have been renewed during the year as follows:—

District.	Main Line.	Average per mile.	Sidings and Spurs.	Average per mile.
No. 1	51,415	110	.....	.....
No. 2	22,865	36	.....	.....
No. 3	124,363	276	29,593	192
No. 5	99,455	219	926	10
Total	298,098	149	30,519	71

DITCHING.

Ditching: 27·67 miles of ditching have been completed, to provide better drainage for the road-bed, and where clay cuts are sliding and filling up the ditches.

PROTECTION OF EMBANKMENTS AND CUTTINGS.

At mileages 59 and 61, O'Brien subdivision, riprap protection has been built where the embankment was washed away on account of the water level at lake Abitibi having been raised by the Abitibi Power and Paper Company, and the cost of the work charged to the Abitibi Power and Paper Company.

ROCK CUTTINGS.

At mileage 119·7, Quebec subdivision, loose and dangerous rocks have been removed from the cuttings.

NEW TRACKS AND CHANGES IN MAIN LINE.

New Lines.—On May 1, 1915, the National Transcontinental Railway from the city of Quebec, in the province of Quebec, to Winnipeg, in the province of Manitoba, a distance of 1355·95 miles, was taken over for operation as a part of the Canadian Government Railways System, and was put in operation as such on June 1, 1915; previous to the above date that portion of the railway between Superior Junction, Ont., and Winnipeg, Man., a distance of 258·57 miles, had been operated for some time by the Grand Trunk Pacific Railway Company, and after May, 1915, the Grand Trunk Pacific Railway continued to operate this portion of the line until July 1, 1915, when the operation was taken over by the Canadian Government Railways. Previous to May 1, 1915, on the portion of the line between Quebec and Superior Junction, the contractors who had constructed the railway had been maintaining a service for some time, as follows:—

Between Quebec and Fitzpatrick, a distance of 132·35 miles.

Between Peter Brown Creek, Que., and Hearst, Ont., a distance of 278·57 miles.

The maximum gradient westbound is 0·6 foot per hundred, and eastbound 0·4 foot per hundred, all grades being compensated for curvature. The maximum curvature is 6 degrees, and with few exceptions all the bridges and culverts are of permanent construction and designed for heavy power.

Passing sidings of a standard length of 3,500 feet were built at intervals, averaging about 7 miles.

For the purpose of operation this line was divided into eleven subdivisions, as shown in the table of road-bed and track.

At each terminal point there is a brick and concrete enginehouse, coaling plant, cinder hoist, machine shops, etc., combined station and office building, and adequate trackage for the handling of traffic.

There are 190 frame-construction station buildings on concrete foundations, as follows: 180 N.T.R. design "A," 2 N.T.R. design 26 feet by 60 feet, 8 N.T.R. design "D," also a station of special design at Hervey Junction, which is used as a joint station with the Canadian Northern Railway.

On September 1, 1915, the line from Cap Rouge to Cadorna was put in operation. This line is 5·79 miles long and consists of 4·92 miles between Cap Rouge and St. Malo, which was acquired by the Government from the Canadian Northern Quebec Railway, and which was extended by the National Transcontinental Railway Commissioners in the summer of 1915, 0·87 mile to a connection with the Canadian Pacific Railway at Cadorna, 3·30 miles west of Quebec, and the National Transcontinental Railway passenger trains run into the city of Quebec to Palais

station, under an agreement with the Canadian Pacific Railway for joint terminal facilities at Quebec. This line is laid with 56- and 67-pound rail, with a maximum gradient of 0·6 foot per hundred, and a maximum curvature of 12 degrees.

On July 1, 1915, the Grand Trunk Pacific branch, known as the Fort William branch, between the junction with the National Transcontinental Railway at Superior Junction, Ont., and Fort William, a distance of 192·09 miles, was taken over for operation by the Canadian Government Railways, under lease from the Grand Trunk Pacific Railway Company. There are terminal facilities on this line at Raith, 56·9 miles from Fort William, and at Mission on the west side of the Kaministiquia river, which provides lake shipping facilities at the port of Fort William, there being track connections with the terminal elevator of the Grand Trunk Pacific Elevator Company.

Line changes.—At a point 10·76 miles west of Moncton, a cut-off line 4,663 feet long was constructed by the Intercolonial Railway from that point to mileage 11·64 on the Moncton subdivision of the Intercolonial Railway. This cut-off line was put in service on December 12, 1915, since which date both Intercolonial and National Transcontinental Railway trains have been operated over the Transcontinental Railway from Moncton to mile 10·76, and the portion of the Intercolonial Railway between the junction of the cut-off line and mileage 2 from Moncton has been abandoned, and the rails, etc., taken up. The portion of the National Transcontinental Railway between Moncton and mile 10, used jointly by Intercolonial Railway and National Transcontinental Railway trains, is being operated as a part of district No. 2 on the Intercolonial Railway.

Inter-Switching Tracks.—The operation of the interchange tracks at mileage 7·5 Quebec subdivision, with the Canadian Pacific Railway, has been discontinued and the switches lifted, as the operation of the Cadorna branch from Cap Rouge, and the use of Quebec terminals under a joint terminal agreement with the Canadian Pacific Railway has done away with the necessity for this track.

At mileage 123·0, Quebec subdivision, the private sidings constructed for the Brown Corporation, to provide facilities at that point for interchange with the Canadian Northern Railway, if required, as the sidings of the Brown Corporation are connected to both the National Transcontinental Railway and the Canadian Northern Railway.

At Cochrane, Ont., two tracks were built to provide facilities for the transfer of business between the National Transcontinental Railway and the Temiskaming and Northern Ontario Railway.

At the west end of Cochrane yard a connecting track, 400 feet long, was built between the two main line tracks to enable the "National" train running between Toronto and Winnipeg to receive and discharge business at the Temiskaming and Northern Ontario Railway station, and pass from one railway to the other without unnecessary switching, the switch in the National Transcontinental Railway track being installed by the Canadian Government Railways and the balance of the track laid by the Temiskaming and Northern Ontario Railway.

East of the Temiskaming and Northern Ontario station at Cochrane, a connection was constructed between the main lines of the Temiskaming and Northern Ontario Railway and the National Transcontinental Railway, 650 feet long; the portion on the Temiskaming and Northern Ontario Railway, 300 feet long, was built by that railway, and the balance of 350 feet on the National Transcontinental Railway right of way was built by the Transcontinental Railway. This connection is to provide for the interchange of through freight trains and to give access from the Temiskaming and Northern Ontario main line to the National Transcontinental Railway main line, for engines bringing the "National" and other trains into Cochrane from the west.

Interchange tracks with the Bangor and Aroostook Railway were constructed at mile 89·2, Edmundston subdivision.

BUSINESS SIDINGS, ETC.

Business sidings, loading tracks, etc., have been constructed as follows:—

	Feet.
District No. 1—	
St. Marc, business siding	311
District No. 2—	
Makamik, business siding	372
District No. 3—	
Hunter, business siding	380
District No. 5—	
Berry's Mills, business siding	600
Mile, 95·8, Lawrence S.D., business siding	330
Total	990

SUMMARY OF BUSINESS SIDINGS CONSTRUCTED.

	Feet.
District No. 1	311
" No. 2	372
" No. 3	380
" No. 5	990
Total	2,053

PRIVATE SIDINGS.

Location.	Name of Person or Firm.	Feet.
District No. 1—		
Quebec S.D., mile 95·76	St. Maurice Lumber Co.	329
" " " 123·01	Brown Corporation	3,415
Fitzpatrick S.D., mile 69·78	St. Maurice Lumber Co.	1,847
Parent S.D., mile 5·29	Gatineau Industrial Co.	1,170
Doucet " " 40·79	L. Goulet	250
" " " 83·91	Department of Justice, Canada	685
	Total	7,717

Location.	Name of Person or Firm.	Feet.
District No. 5—		
Monk S.D. M. 31·23	Frank Belanger	268
Monk S.D. M. 41·91	Victor Abut	350
Monk S.D. M. 45·23	Blue River Lumber Co	6,698
Monk S.D. M. 56·02	Fraser Lumber Co	1,950
	Tota	9,266

SUMMARY OF PRIVATE SIDINGS CONSTRUCTED.

District No. 1	7,717
District No. 5	9,266
Total	16,983

WATER SERVICE.

District No. 1.—St. Casimir: A connection was made with the town supply to provide water for the National Transcontinental Railway station for domestic purposes.

District No. 2.—Wabikin: Owing to the high water in the river at this point, the pump to the railway water supply was moved and placed on dry ground under the tank. The high water was caused by the damming of the river by the Abitibi Power and Paper Company, and the cost of moving the pump is being charged against this company.

Grant: During the severe cold weather in the winter, trouble was experienced through the source of the supply at this point freezing up, and to provide temporary relief a 6-inch pipe-line, 1,600 feet long, was laid to a small stream, which was dammed, and the water pumped into the tank by a steam pump.

Ycliffe: The 15-horsepower Fairbanks-Morse combined gasolene engine and pump at this point was replaced with a 10-horsepower pump of the same make, and the pump removed changed to Graham on district No. 3 and installed at that point.

District No. 3.—Graham: The 15 horse-power Fairbanks-Morse combined gasolene engine and pump removed from Ycliffe was installed at Graham as an auxiliary to the 10 horse-power pump of the same make in service at that point, the 10 horse-power pump having been found too small to supply sufficient water during the heavy months of traffic.

District No. 5.—North Branch: The water supply at this point not being required, under present traffic conditions, the 15 horse-power gasolene combined engine and pump was taken from this point and installed at Newcastle, on District No. 2 of the Intercolonial railway.

Monk: A well was drilled to provide suitable drinking water for use in Monk station.

Armagh: Heavy repairs to the pipe-line of the gravity supply were made.

BUILDINGS.

Buildings, platform alterations, and additions were constructed as follows:—

District No. 1.—Cap Rouge: A standard section tool-house was moved from Sterling and erected at Cap Rouge to serve as an operator's office. A platform, 15 feet long, was built and the necessary alterations made to the building.

District No. 2.—Makamik: The station building was moved from its original location at mileage 18·33, O'Brien subdivision, to a new location at mileage 15·7.

District No. 3.—Millidge: A new pump-house was constructed to replace one destroyed by fire.

District No. 5.—Berry's Mills: The station at Lutesville was moved to Berry's Mills and a new platform constructed at that point, and a new loading platform and business siding built.

Caron Brook: A shelter station platform was provided at this point.

Blue River: The station and platform at Tarte was moved to mileage 44·24, Monk subdivision, and the name changed to Blue River.

Sully Siding: Shelter station and platform was provided.

St. Eleuthere: The station and platform at St. Eleuthere was moved to mile 59·64, Monk subdivision.

River Manie: The station and platform at Lippee was moved to mile 85·86, Monk subdivision, and the name changed to River Manie.

FENCING.

Some 1·91 miles of standard board fence and snow fence have been erected as follows:—

	Miles.
District No. 1—	
Quebec S.D., portable snow fence	1·12
Parent S.D., portable snow fence	0·22
Total	1·34
District No. 2—	
Hearst S.D., portable snow fence	0·10
District No. 3—	
Winnipeg S.D., standard board fence	0·47

TERMINAL IMPROVEMENTS.

District No. 1.—Fitzpatrick: A connection was made with the stationary boiler and a steam pipe-line 250 feet long laid to the coach track for the purpose of keeping coaches standing at this point over night under steam. A water connection was also laid to this point.

Parent: A connection was made with the stationary boilers in the roundhouse, and a steam pipe-line 250 feet long was laid to the coach track, for the purpose of keeping coaches standing over night under steam.

District No. 2.—Cochrane: Steam and water pipes, 60 feet long, were laid to connect the coach track with the steam pipe in the engine-house.

A board partition was built between the machine shop and dynamo room, to protect the dynamo from dust.

Two old frame buildings were moved and placed alongside the stores building to provide increased storage.

A small building was moved and placed adjoining the repair track for the use of car repairers and eight 30-foot wheel bays were built alongside same with a narrow-gauge Lorry track. A small section tool-house was moved from the yard and placed at the west end of the Temiskaming and Northern Ontario Railway station for the use of car inspectors.

Hearst: The scale track was lined over and live rails provided on the scales.

Steam, water and sewer connections were laid across the yard, and four connections placed along the main line for the purpose of thawing out coaches on through trains, and providing facilities for the watering of same. A steam connection was also made to the coach track to provide facilities for keeping coaches standing over night under steam, and a connection was made with the station heating system so that this building could be heated from the central power plant.

A spare section tool-house was moved and placed in position for the use of car repairers, and the necessary wheel bays built.

An inside stairway was built in the station leading to the basement, the only access previously being a trap door in the office floor.

Grant.—A steam connection and drain were laid from the boilers in the engine-house across the yard about 750 feet, and three steam connections provided along the main line, for the purpose of thawing out coaches on through trains. Connection was also made with the station heating system so that this building can be heated from the central power plant.

A spare section tool-house was moved and placed in position for use of the car repairers, and the necessary wheel bays built.

Armstrong: A steam connection was laid across the yard about 1,000 feet long, and three steam connections installed along the main line for the thawing out of

coaches on through trains. A connection was made with the station heating system so that steam could be used for the heating of the station from the central power plant.

A spare section tool-house was moved and placed in position for use of the car repairers, and the necessary wheel bays built.

District No. 3—Graham: A connection with the stationary boiler to the engine-house was made across the yard with a steam pipe, about 750 feet long, and four steam connections installed along the main line for the purpose of thawing out coaches on through trains. A connection was also made from the station so that that building may be heated from the central power plant.

Transcona: A standard board fence, 2,495 feet long, was built along the north side of the shops to protect the property from trespassing, a gate and watchman's shelter being built opposite the midway.

District No. 5.—Monk: Trouble has been experienced in the boot of the coaling plant by water from a spring in the vicinity. During the fall of 1915 the original contractors, Roberts, Schaefer & Co., did considerable work in connection with this, which was not completed, and further work will have to be undertaken in 1916.

DAMAGE BY FLOOD.

District No. 2.—The approaches to the Pagwachanan River bridge, mile 76·2, Hearst subdivision, were damaged by the fall rains, and the embankments were strengthened.

DAMAGE BY FIRE.

District No. 1.—Uniacke: The section tool-house was destroyed by fire in August, 1915, and was replaced by tool-house removed from Doucet.

District No. 2.—Hearst: The enginemens' restaurant was totally destroyed by fire on March 9, 1916.

District No. 3.—Millidge: Pump house was burned on January 19, 1916.

BRIDGES AND CULVERTS.

Repairs and renewals to bridges and culverts have been made as follows:—

District No. 3.—Winnipeg S. D., Bridge 71·5: This structure is a pile bridge, 375 feet long and 30 feet high; 24 pile bents were cut off and replaced with timber bents.

Fort William S. D., Bridge 49·3: This structure is a pile bridge, 148·5 feet long and 49 feet high. The piles in this structure were renewed.

District No. 5.—Edmundston S. D., Culvert 31·0: The northwest corner of the culvert was undermined, and temporary bents were placed in same to hold the cop of the culvert until permanent repairs are made in 1916.

Napodogan S. D., Culvert 35·3: The northwest wing wall of this structure cracked and fell into the stream, and temporary crib work was built to hold the embankment until permanent repairs are made in 1916.

Edmundston S. D., Bridge 66·5: Little Salmon river. An investigation and report in connection with the substructure of the above bridge was made to cover the necessary repairs in 1916, and the tops of sixteen of the pedestals were water-proofed.

STAFF SYSTEM.

An electric train staff system was installed between Superior Junction and Graham on District 3, a distance of 6·2 miles.

C. B. BROWN,
Chief Engineer.

PRINCE EDWARD ISLAND RAILWAY.

ROAD-BED AND TRACK.

Subdivision or Branch.	Main Line.	Passing Sidings, other Sidings, and Spurs.
	Miles.	Miles.
Charlottetown	116·1	16·1
Souris	54·7	4·8
Georgetown	24·4	2·9
Cape Traverse	11·8	1·0
Murray Harbour	47·8	4·8
Elmira	9·9	0·9
Montague	6·2	0·4
Vernon	3·7	0·4
Total	274·6	31·3

Rails.

The following rails were laid during the year, replacing defective rail in track:—

	Feet.
Charlottetown subdivision	504
Souris subdivision	76
Murray Harbour subdivision	864
Elmira subdivision	105
Total	1,549

The mileage of the various weights of rail in main tracks is as follows:—

Track miles of 50-lb. rail	3·6
" 52 "	95·1
" 56 "	40·1
" 58 "	134·2
" 67 "	1·6
Total	274·6

TIE RENEWALS.

Ties have been renewed during the year as follows:—

Subdivision.	Main Line.	Average per mile.	Sidings.	Average per mile.
Charlottetown	17,607	151	733	45
Souris	6,225	114	200	42
Georgetown	2,553	105	100	34
Cape Traverse	674	57	70	70
Murray Harbour	3,172	66	130	27
Elmira	54	6	.....	.....
Montague	584	94	.....	.....
Vernon	453	123	.....	.....
Total	31,322	114	1,233	39

Thirty-one sets switch ties renewed; twenty switch stands renewed; fifteen frogs renewed.

BALLASTING.

There were 2·2 miles of track ballasted with sand and 0·15 mile ballasted with cinders. Total, 2·35 miles.

DITCHING.

A total of 2·2 miles of ditching has been done, and old ditches cleaned out.

PROTECTION OF EMBANKMENTS AND CUTTINGS.

St. Peters—230 feet of stone filled cribwork built.
Midgell—50 feet of stone filled cribwork built.
Marie—70 feet of stone filled cribwork built.

BUSINESS SIDINGS.

The following business sidings have been constructed during the year:—

	Feet.
Fanning, Georgetown S.D., new	377
Scotchfort, Souris S.D., extension	200

PRIVATE SIDINGS.

The following private siding was put in:—

Location—	Subdivision.	Name of Firm.	Feet.
Richmond	Charlottetown.	McLellan & Williams	378

WATER SERVICE.

A new tank with pump, boiler, and pump-house was erected at Emerald Junction.

BUILDINGS.

General repairs were made to all buildings requiring same, and new buildings, platforms, alterations, and additions to existing buildings were constructed as follows:—

Charlottetown Subdivision.

Charlottetown.—Steam heating installed in mechanical and freight offices.

Milton.—New section tool-house.

Emerald.—New tank and pump-house.

Summerside.—New floor put in freight shed on wharf, and a bonded goods room built.

Wellington.—New stock pen built

Richmond.—New stock pen built.

Ellerslie.—New section tool-house.

Bloomfield.—New section tool-house.

Alberton.—New rain conductors put on station.

Tignish.—New roof put on engine-house, old one having been blown off. New timber on ash pit.

Souris Subdivision.

Bear River.—New section tool-house.

St. Charles.—New standard shelter 11 by 25 feet.

Five Houses.—A new cinder platform put down.

Marie.—New standard shelter 11 by 25 feet.

Morell.—New section tool-house.

Mount Stewart.—A new double section tool-house and a coal shed for station built.

Georgetown Subdivision.

Georgetown.—Station platform renewed.

Murray Harbour Subdivision.

Southport.—A new cinder platform put down.

Melville.—Station platform was renewed.

Wood Island.—New station platform.

Murray River.—New station platform.

FENCING.

New standard wire fence, portable and permanent snow fences have been erected as follows:—

Subdivision.	Wire Fence, New.	Portable Snow Fence.	Permanent Snow Fence.	New Gates.
		Feet.	Feet.	
Charlottetown	2·3	780	2,972	46
Souris	3·4	.....	680	20
Georgetown	1·9	.....	400	15
Murray Harbour	.....	.....	.....	15
Cape Traverse	0·6	300	.....	4
Total	8·2	1,080	4,052	100

In addition, repairs were made to all fences where required.

TERMINAL IMPROVEMENTS.

Charlottetown.—Plank roadway was removed and filled in permanently with clay and stone and covered with cinders.

Tignish.—590 feet of pipe fence erected around grass plot.

SURVEYS.

Re-surveys for standard track profiles have been completed for entire railway, and plans made except miles 40 to 48 of the Murray Harbour subdivision.

Right of way surveys have been made as follows:—

Subdivisions—			
Charlottetown	Mile	0·00 to	116·1
Souris	"	0·00	54·7
Georgetown	"	0·00	24·4
Cape Traverse	"	0·00	11·8
Murray Harbour	"	0·00	47·8
Elmira	"	0·00	9·9
Montague	"	0·00	5·2
Vernon	"	0·00	3·7
Total			274·6

Plans of above surveys have been completed as follows:—

Subdivisions—			
Charlottetown	Mile	60 to 116·1	— 56·1
"	"	10 35·0	— 25·0
Vernon	"	0 3·7	— 3·7
Total			84·8

Surveys and plans have been made for standard station ground plans as follows:—

Charlottetown subdivision—Emerald Junction, Kensington, O'Leary.
Montague subdivision—Montague.

BRIDGES AND CULVERTS.

Charlottetown Subdivision—					
Mile 6·0	Concrete pipe culvert	24-inch	diameter by	60	ft. long.
" 13·0	" "	24 "	"	60	"
" 29·0	Cast-iron pipe culvert	12 "	"	48	"
" 31·0	" "	12 "	"	72	"
" 34·4	" "	12 "	"	96	"
" 48·2	" "	12 "	"	60	"
" 62·6	Concrete pipe culvert	30 "	"	32	"
" 67·3	" rail top culvert	7 ft. x 8 ft.		40	"
" 69·0	" pipe culvert	30-inch	diameter by	18	"
" 70·0	Cast-iron pipe culvert	12 "	"	84	"
" 88·3	" " (double)	16 "	"	36	"
" 98·2	Concrete pipe culvert	15 "	"	21	"
" 99·1	" "	18 "	"	23	"
" 105·9	Cast-iron pipe culvert	16 "	"	18	"
" 106·9	" "	16 "	"	24	"
" 107·5	Concrete pipe culvert	24 "	"	25	"
" 111·1	" "	30 "	"	21	"
Souris Subdivision—					
Mile 10·0	Cast-iron pipe culvert	18 "	"	24	"
" 12·0	" "	18 "	"	24	"
" 13·0	Concrete pipe culvert	24 "	"	50	"
" 13·4	" "	24 "	"	40	"
" 32·5	Cast-iron pipe culvert	16 "	"	24	"
" 33·0	Concrete pipe culvert	18 "	"	130	"
" 33·0	Cast-iron pipe culvert	16 "	"	36	"
" 33·1	" "	18 "	"	24	"
" 35·0	" "	16 "	"	36	"
" 37·0	" "	24 "	"	20	"
" 37·3	" "	24 "	"	20	"
" 38·0	Bridge repaired and new stringers put in.				
" 45·0	" " " "				
" 45·0	Cast-iron pipe culvert, 18 inches diameter by 36 feet long.				
" 50·0	Cast-iron pipe culvert, 18 inches diameter by 120 feet long.				
" 49·6	Concrete slab substituted for stringers.				
Georgetown Subdivision—					
Mile 34·1	Bridge repaired and new stringers put in.				

In addition two open culverts were filled in, 5 pit cattle guards were replaced with surface guards and general repairs made to culverts, etc., where required.

DOCKS AND WHARVES.

Summerside.—Extensive repairs were made to wharf and 220 feet built new on creosoted piles and planked.

Alberton.—Three hundred feet of new retaining wall was built.

C. B. BROWN,
Chief Engineer.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK—DISTRICT No. 2.

This road was taken over as the International subdivision of the Intercolonial Railway on August 1, 1914.

It forms a short connection between northwest New Brunswick, at Campbellton, and the upper St. John valley, at St. Leonards, where it connects with the Canadian Pacific Railway; also by means of the Van Buren Bridge Company's tracks, with the Bangor and Aroostook Railway in the state of Maine, and with the National Transcontinental Railway.

ROADBED AND TRACK.

Table of Mileages.

Subdivision.	Main Line. Miles.	Passing Siding. Miles.	Other Sidings and Spurs. Miles.
Leonard	111·3	1·90	6·45

RAILS IN TRACK.

The present composition of main line is as follows:—

	Miles.
56-pound rails	10·0
60 "	59·0
67 "	42·3
Total	111·3

PRIVATE SIDINGS.

The following private sidings have been built:—

Sub-division.	Location.	Name of Owner.	Length. Feet.	New or Extension.
Leonard	Mile 88·40	A. E. Hammond	441	New.
"	" 91·65	"	817	"
"	" 99·80	"	835	"
		Total	2,093	

INTERSWITCHING TRACKS.

A siding 450 feet long has been laid at mile 109·7, forming a connection with the Bangor and Aroostook Railway.

STATIONS AND WATER SUPPLY.

Necessary repairs were made to the water service and station buildings.

DAMAGE BY FIRE AND FLOODS.

In spring of 1915 freshets in Grog brook covered the track in several places and washed portions of the embankment away at various points between mile 20 and 33—no serious damage at any point.

BRIDGE AND CULVERT RENEWALS.

Twenty-six bridges were painted; one culvert replaced with a concrete pipe, and another with a rail top culvert.

C. B. BROWN,
Chief Engineer.

SESSIONAL PAPER No. 20

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY—DISTRICT No. 3.

This railway was taken over August 31, 1914, as the Cape Tormentine subdivision of the Intercolonial Railway, and forms the connecting link between the main line at Sackville and the new car ferry to be operated between Cape Tormentine, N.B., and Carleton Point, P.E.I. It has since been renamed the "Sackville subdivision."

MILEAGE.

Main Line	36·05
Passing sidings	0·93
Other sidings and spurs	3·35

RAILS LAID.

A total of 9·24 miles of main track was relaid with second-hand 80-pound rails, releasing 56-pound.

The present composition of the main line is as follows:

	Miles.
80-pound	9·24
56 "	26·81

TIE RENEWALS.

Main Line.	Average per Mile.	Sidings.	Average per Mile.
21,892	605	643	150

BALLASTING.

Ballasting of the roadbed was completed over 9·2 miles.

PRIVATE SIDINGS.

Location.	Name of Firm.	Feet.
Port Elgin	C. S. Hickman & Co	575

SURVEYS.

Resurveys for standard profile have been completed for the entire line, 36·05 miles.

BRIDGES AND CULVERTS.

Bridge 21·4: Timber bridge replaced with 50-foot D.P.G. on pile abutments.

Bridge 29·4: Timber bridge replaced with 6-foot rail concrete culvert.

Eight bridges were strengthened and repaired.

Nine wooden culverts were replaced with concrete pipes.

Surveys and plans have been made for the renewal of five wooden bridges, which work will be carried out in 1916-17.

C. B. BROWN,
Chief Engineer.

ST. JOHN AND QUEBEC RAILWAY.—DISTRICT No. 2.

ROADBED AND TRACK.

Subdivision.	Main Line.	Passing Sidings.	Other Sidings and Spurs.
	Miles.	Miles.	Miles.
Centreville	119·87	4·08	3·60

Rails in Track.—The present composition of main line is as follows: 80-pound rails, 119·87 miles.

Ditching.—Fifteen miles of ditches in cuts have been cleaned.

Protection to Embankments and Cuts.—During the spring of 1915 serious trouble was experienced in the clay cuttings on the first 30 miles north of Fredericton. Owing to insufficient catch-water ditches in some cases, but mainly owing to the nature of the clay, when the snow is melting and frost is coming out of the ground, it is impossible to hold the sides of the cuts on a 1½ to 1 slope, and the clay slides down and covers the track. A large number of men were employed to keep the track open and a ditcher was engaged for a month in removing the material. Means of permanent prevention of slides are under consideration.

Private Sidings.—The following private sidings have been built:—

Subdivision.	Location.	Name of Owner.	Length.	New or Extension.
Centreville	Mile 36·70	H. Manuel	400	New
"	" 56·60	G. G. Scott	400	"
		Total	800 feet.	

Surveys.—Several reconnaissance surveys were made in connection with the extensions and development of this railway.

Bridge and Culvert Renewals and Turntables, Centreville Subdivision:—

Culvert 5·42: Replaced 24-inch corrugated iron pipe with 30-inch concrete pipe.

Bridge 9·9: Oromocto river, put new hoisting cable on lift spans.

Gagetown: Resurfaced centre pier and circle rail of turntable.

Summary of amounts taken out of maintenance appropriation, 1915-16, and charged to working expenses, which might have been properly charged to betterments (capital).

Intercolonial—		
District No. 1	$ 212,153 83	
" No. 2	258,624 97	
" No. 3	289,357 65	
" No. 4	200,271 94	
Prince Edward Island	37,831 00	
New Brunswick and Prince Edward Island Railway	18,851 93	
St. John and Quebec	1,807 09	
International Railway of New Brunswick	27,093 50	
Mechanical	133,000 00	
		$1,178,991 91
National Transcontinental Railway—		
District No. 1	16,581 51	
" No. 2	13,303 70	
" No. 3	24,345 00	
		54,230 21
Total		$1,233,222 12

NOTE.—Details are furnished but are not printed.

C. B. BROWN,

Chief Engineer.

REPORT OF THE SAFETY DEPARTMENT.

Monthly safety meetings have been held by the district committees at Lévis, Campbellton, Truro, and New Glasgow, by the terminal committees at Rivière-du-Loup, St. John, Halifax, and Sydney, and by the car and locomotive shop committees at Moncton. These committees consist of a chairman (who is the local officer in charge of the district, terminal, or shops) other local officers and employee representatives from all branches of the service, who, in the performance of their

regular duties watch out for unsafe conditions and practices, which might cause injuries, rectifying what they can and reporting the others to the chairman for consideration and correction.

At these meetings the safety of the employees and the public was generally discussed by the members, and consideration given to particular matters which might cause injuries to either.

During the year the individual members and the committees as a whole have reported the correction of nearly twenty-eight hundred unsafe conditions and over eleven hundred unsafe practices, or a total of about thirty-nine hundred corrections.

The following special work was done in the shops at Moncton to insure greater protection to employees and also to safeguard the property: 37 machine gears were enclosed with netting and rail; 7 emery wheels were equipped with shields; 3 band saws were encased; 4 cut-off saws were encased; 2 rip saws were equipped with guards; 1 boring bar had guards applied; the sidewalk leading from overhead bridge was repaired; pipe on acetylene machine was changed; walk was made along shafting in the brass shop; floors were repaired in the machine shop; large doors between the erecting and machine shops were repaired; gate was put in rear of rivet furnace to keep men from passing; motor balcony railing in the blacksmith shop was repaired; steam piping in the freight car shop was repaired; draft pipes in the blacksmith shop were repaired; stack over the springmakers' fire was renewed; floor in the tender shop was repaired; floor in the boiler shop was laid of concrete; drill sockets were made for the drilling machine; danger signals were made for use in the different shops; run leading to the end of stores platform was extended; belt on machine in the R. H. machine shop was encased; piping on the air tank in the boiler shop was repaired; notices were made for main water valves and posted on valves; circuit breakers in the planing mill were made safe; a guard was put around the chimney base at the new shops; netting was placed around benches to protect men from chipping; covering on motors in the tin shop were made safe; drip from steam hammer in the frog shop was changed so that it would not drop on men shunting; pulleys on the stores elevator were repaired; gates were renewed on the stores elevator; a new guard was placed on the tube cutter in the boiler shop; grab tongs in the boiler shop were repaired and made safe; windows in the shops were extensively repaired; cranes in the shops were repaired.

Additional guards have been placed on machines at the Rivière-du-Loup shops, as well as in roundhouses and shops at other points where greater protection was found to be necessary.

During the year there were twelve employees killed, four hundred and sixty-nine injured; two passengers killed, twenty-one injured; and twenty-three all others killed and twenty-nine injured.

During the month of August, 1915, two safety committees were organized at Transcona shops; one in the locomotive department, and one in the car department. Since that time, these committees have reported the correction of one hundred and eighty-nine unsafe conditions and one hundred and sixty-eight unsafe practices, which has resulted in improved working conditions, and provided greater safety for the employees.

Suitable bulletins containing safety suggestions and information have been sent out at frequent intervals to the various terminals, shops, roundhouses, etc., for posting where they will come to the attention of all.

J. E. LONG,
Safety Engineer.

REPORT OF THE MECHANICAL ACCOUNTANT.

I beg to submit the following information for the annual report for the fiscal year ended the 31st March, 1916:—

A.—Statement showing the number of locomotives and the different classes of other rolling stock owned by the Government Railways (excepting the Prince Edward Island Railway).

B.—Statement showing the mileage made and the coal, oil, grease, and waste consumed by locomotives on the Intercolonial Railway.

C.—Statement showing the number of locomotives and the different classes of other rolling stock on the Prince Edward Island Railway.

D.—Statement showing the mileage made and the coal, oil, grease, and waste consumed by locomotives on the Prince Edward Island Railway.

E.—Summary of the principal work done in the shops at Moncton, Halifax and Rivière-du-Loup for the Intercolonial Railway. (Not printed; being numerous small details.)

F.—Summary of the principal work done in the shops at Charlottetown for the Prince Edward Island Railway. (Not printed; being numerous small details.)

The following rolling stock was purchased during the year:—

On Capital Account—

24 locomotives (20 consolidation and 4 shunting).
2 sleeping cars.
6 first-class day coaches.
20 box cars, 80,000 capacity, steel frame.
200 platform cars, 80,000 capacity, steel underframe.
200 Hart-Otis steel dump cars, 100,000 capacity.
5 steel snow-ploughs.
3 steam wrecking cranes.
2 all steel centre ballast ploughs.
2 ballast unloaders (Lidgerwood).
1 steam shovel (Atlantic type).
2 rail unloaders.

On Consolidated Revenue Fund Account—

11 sleeping cars.
2 parlour cars.
1 dining car.
1 official car, "Transcona."
1,000 box cars, 80,000 capacity, steel frame.

On Equipment Renewals Account:—

8 sleeping cars.
10 colonist cars.

These cars replaced 1 first-class, 15 second-class, 1 postal and 1 baggage destroyed.

The following rolling stock was built in the shops at Moncton on Capital Account:—

4 baggage cars.

2 postal cars, steel underframe, are under construction in the Moncton shops and are nearing completion.

Locomotive No. 1036 was taken into the shops, rebuilt, put into service and added to the equipment.

1 55-foot flat car was built in the shops at Moncton for carrying motor boats.

50 standard push cars were built in the shops at Moncton.

International branch line passenger car No. 5 was repaired in the shops at Moncton, was changed to combined mail, baggage and express, renumbered 2299, and added to the equipment.

The following cars were converted in the shops at Moncton:—

3 second-class passenger, 1 baggage, 32 box and 35 flat to wrecking cars.
37 box and 25 flat to boarding cars.
1 postal to baggage car.
12 box to flangers.
45 box to vans.

Sleeping cars "Dalhousie," "Montmorenci," and "Kennebecasis," to superintendents' cars (official).

First-class No. 99 to General Superintendent's car.

First-class car No. 170 to General Manager's car.

Parlour cars "Dufferin" and "Malagash" to café parlour cars.

2 dining to commissary cars.

1 postal and express to full postal.

Smoking-rooms were removed from 4 first-class cars and the cars were put into suburban service.

50 box cars were lined for carrying potatoes.

Sofas were remodelled in 3 sleeping cars.

Bracket lamps were changed from upright to turndown in 3 dining cars.

Folding wash basins were changed to one continuous nickeline washstand in 2 sleeping cars.

The following rolling stock was transferred to the National Transcontinental, and was charged to Consolidated Revenue Fund Account:—

74 locomotives.
9 first-class passenger cars.
2 baggage and first-class passenger cars.
13 colonist cars.
4 second-class passenger cars.
2 baggage cars.
3 official cars.
45 vans.
16 boarding cars.
28 cinder cars.
17 snow ploughs.
12 flangers.
6 wrecking outfits.
50 push cars.

Intercolonial rolling stock was used on the branch lines during the year, as follows:—

New Brunswick and Prince Edward Island Railway: 4 locomotives, 2 passenger cars, 13 freight cars.

International Railway: 2 locomotives, 3 passenger cars, 122 freight cars.

National Transcontinental Railway, east of Quebec: 16 locomotives, 8 passenger cars, 549 freight cars.

St. John and Quebec Railway: 2 locomotives, 3 passenger cars, 62 freight cars.

In addition to the ordinary repairs that were made to the locomotives in the shops at Moncton and Rivière-du-Loup, 12 were fitted with superheaters—9 at Moncton and 3 at Rivière-du-Loup.

J. J. WALKER,
Mechanical Accountant.

INTERCOLONIAL AND NATIONAL TRANSCONTINENTAL.

STATEMENT showing the number of Locomotives and the various classes of other Rolling Stock on the line on the 31st March, 1915, and the 31st March, 1916.

	Locomotives.	Passenger Cars.												Freight Cars.												
		Sleeping Cars.	Parlour Cars.	Dining Cars.	Colonist Cars.	1st class passenger and official cars.	2nd class passenger cars.	Postal cars.	Baggage cars.	Box baggage cars.	Air brake instruction car.	Steam motor car.	Total passenger cars.	Box cars.	Refrigerator cars.	Platform cars.	Pulpwood cars.	Oil tank cars.	Hopper cars.	Gondola cars.	20-ton coal cars.	Hart Otis steel dump cars.	Stock Cars.	Hart convertible dump cars.	Fit cars.	Vans.	Total freight cars.
On hand, serviceable and repairing, March 31st, 1915	409	48	8	20	55	158	85	35	71	26	1	1	508	9067	191	2733	48	54	523	4	219	276	175	300	4	135	13729
To be replaced at March 31st, 1915	....	..	..	..	..	1	14	1	..	..	..	..	16	138	7	365	4	1	117	1	157	....	10	.....	..	4	804
Total equipment at March 31, 1915	409	48	8	20	55	159	99	36	71	26	1	1	524	9205	198	3038	52	55	640	5	376	276	185	300	4	139	14533
Purchased during the year on Capital Account	24	2	..	..	..	6	..	..	..	..	..	..	8	20	....	200	..	..	....	..	....	250	....	.....	..	....	470
Purchased on Consolidation Revenue Fund Account	....	11	2	1	..	1	..	..	..	..	..	..	15	1000	....	....	..	..	....	..	....	....	....	.....	..	....	1000
Purchased on Equipment Renewals Account to replace—see cars replaced below	....	8	....	....	10	....	..	..	..	..	..	..	18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rebuilt in the shops—Loco. No. 1036	1	....	....	....	....	....	..	..	..	..	..	..	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Postal car No. 606 changed to baggage	....	....	....	....	....	....	..	1	1	..	..	..	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sleeping cars "Dalhousie," "Montmorenci" and "Kennebecasis" changed to Superintendents' cars	....	....	3	....	....	3	..	..	..	..	..	..	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Built in the shops at Moncton on Capital Account	....	....	....	....	....	....	..	..	..	1	..	..	..	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Built in the shops at Moncton, 1-55 foot motor-boat car	....	....	....	....	....	....	..	..	..	..	..	..	....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
International passenger car No. 5 repaired and renumbered "C.G.R." No. 2299	....	....	....	....	....	....	..	1	..	..	..	..	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Converted in the shops at Moncton: to wrecking cars, 3 second-class passenger, 1 baggage, 32 box, 35 platform; to boarding cars: 37 box, 25 platform; to flanger: 12 box; to vans: 45 box	....	....	....	....	....	....	3	..	1	..	..	..	4	126	....	60	..	..	....	..	....	....	....	.....	..	45	141
Total equipment, March 31st, 1916	434	66	10	21	65	169	96	36	75	26	1	1	566	10099	198	3239	52	55	640	5	376	526	185	300	4	184	15863

To be replaced at March 31, 1915, as above						1	14	1					16	138	7	365	4	1	117	1	157		10			4	804
Condemned and destroyed during the year 1916	1						4		2				6	174	1	192			29		50		7			9	462
Total condemned and destroyed to March 31st, 1916	1					1	18	1	2				22	312	8	557	4	1	146	1	207		17			13	1266
Purchased on Renewals Account to replace as shown above						1	15	1	1				18														
Rebuilt and converted in Moncton shops as shown above							3		1				4	126		60											186
Total to be replaced at March 31st, 1916	1													186	8	497	4	1	146	1	207		17			13	1080
Add serviceable and repairing	433	66	10	21	65	169	96	36	75	26	1	1	566	9913	190	2742	48	54	491	4	169	526	168	300	4	171	14783
Total equipment at March 31st, 1916, as shown above	434	66	10	21	65	169	96	36	75	26	1	1	566	10099	198	3239	52	55	640	5	376	526	185	300	4	184	15863
The following Intercolonial Railway rolling stock was used on the branch lines, as follows:—																											
N.B. & P.E.I. Ry	4					2							2	6	1	3							1		2		13
International Railway	2					2			1				3	119		2							1				122
National Transcontinental East of Quebec	16					3	4		1				8	490	1	38		2					18				549
St. John & Quebec Railway	2					2			1				3	55	2	3								1	1		62

INTERCOLONIAL AND NATIONAL TRANSCONTINENTAL—*Concluded.*

STATEMENT showing the number of Locomotives and the various classes of other Rolling Stock on the line on the 31st March, 1915, and the 31st March, 1916—*Concluded.*

	Work Cars.																												
	Auxiliary cars.	Store supply cars.	Pintsch gas cars.	Snow ploughs, common.	Snow ploughs, wing.	Snow ploughs, steam rotary.	Snow ploughs, double track.	Snow ploughs, double end.	Flangers.	Steam cranes.	Ballast spreaders, Rogers.	Ballast trimmer.	Centre ballast ploughs.	Side ballast ploughs.	Ballast plough unloaders.	Ballast spreaders, wing.	Concrete mixers.	Sand blast machine.	Well boring car.	Ditchers.	Steam derricks.	Hand derricks.	Steam shovels.	Portable rail sawing and boring machine.	Pile drivers.	Survey and inspection cars.	Rail unloaders.	Wrecking cars.	Boarding cars.	Total work cars.
On hand, serviceable and repairing, March 31st, 1915	23	1	2	48	22	2	2	1	42	19	2	1	5	5	2	1	4	1	1	1	1	7	3	1	2	16	..	..	..	215
To be replaced at March 31st, 1915	..	..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
Total equipment at March 31st, 1915	23	1	2	51	22	2	2	1	42	19	2	1	5	5	2	1	4	1	1	1	1	7	3	1	2	16	..	..	..	218
Purchased during the year on Capital Account	..	..	..	..	5	..	..	..	3	..	..	2	..	2	..	..	..	..	..	..	..	..	1	..	..	..	2	..	..	15
Purchased on Consolidation Revenue Fund Account	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Purchased on Equipment Renewals Account to replace—see cars replaced below	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rebuilt in the shops—Loco No. 1036	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Postal car No. 606 changed to baggage	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sleeping cars "Dalhousie," "Montmorenci" and "Kenebecasis" changed to Superintendent's cars	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Built in the shops at Moncton on Capital Account	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Built in the shops at Moncton, 1-55-foot motor-boat car	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
International passenger car No. 5 repaired and renumbered "C.G.R." No. 2299	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Converted in the shops at Moncton:—																													
To wrecking cars, 3 second-class passenger, 1 baggage, 32 box, 35 platform; to boarding cars: 37 box, 25 platform; to flanger, 12 box; to vans, 45 box	..	..	..	..	..	..	..	..	12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	71	62	145
Total equipment, March 31st, 1916	23	1	2	51	27	2	2	1	54	22	2	1	7	5	4	1	4	1	1	1	1	7	4	1	2	16	2	71	62	378

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INTERCOLONIAL RAILWAY.

STATEMENT of milcage, coal, oil, grease and waste consumed by Locomotives for the year ended 31st March, 1916.

Months.	Locomotive mileage.	Consumption.					Average Consumption per 100 miles.				
		Coal.	Valve oil.	Engine oil.	Waste. (Wool and cotton.)	Grease.	Coal.	Valve oil.	Engine oil.	Waste. (Wool and cotton.)	Grease.
1915.		Tons.	Pints.	Pints.	Lb.	Lb.	Lb.	Pints.	Pints.	Lb.	Lb.
April.....	700,525	42,434	10,813	19,325	2,399	4,877	13,569	1·54	2·76	0·34	0·71
May.....	724,517	41,493	11,854	21,971	2,746	3,525	12,829	1·64	3·02	0·38	0·67
June.....	773,980	42,825	11,314	21,518	3,097	4,266	12,394	1·46	2·79	0·40	0·55
July.....	823,686	44,926	12,706	24,689	2,935	4,721	12,217	1·54	3·00	0·36	0·57
August.....	829,003	45,197	12,807	23,102	3,277	4,909	12,212	1·54	2·79	0·40	0·59
September.	794,330	44,554	12,153	22,035	2,855	4,214	11,305	1·53	2·77	0·36	0·53
October....	838,461	48,098	13,525	22,860	2,675	5,049	12,848	1·61	2·73	0·30	0·60
November.	833,400	50,394	13,722	23,308	3,169	5,220	13,557	1·64	2·80	0·38	0·63
December.	954,183	63,037	16,476	26,161	3,034	5,522	14,798	1·73	2·74	0·32	0·58
1916.											
January...,	918,456	62,672	16,060	27,399	3,241	4,876	15,285	1·75	2·98	0·35	0·53
February..	853,977	58,888	14,126	24,018	3,256	4,799	15,356	1·64	2·80	0·38	0·56
March.....	969,163	68,268	16,530	27,637	3,886	6,628	15,779	1·60	2·85	0·40	0·68
	10,018,681	612,786	162,086	284,023	36,570	58,606	13,705	1·62	2·83	0·36	0·58

J. J. WALKER,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY.

STATEMENT showing the number of Locomotives and the various classes of other Rolling Stock on the line on the 31st March, 1915, and the 31st March, 1916.

	Passenger Cars.									Freight Cars.									Work Cars.		
	Locomotives.	1st class passenger cars.	2nd class passenger cars.	Combination 2nd class and baggage cars.	Postal and smoking cars	Combined postal and baggage cars.	Baggage cars.	Total passenger cars.	Box cars.	Refrigerator cars.	Stock cars.	Oil tank cars.	Hart convertible cars.	Coal cars.	Platform cars.	Vans.	Total freight cars.	Snow ploughs.	Flangers.	Steam shovels.	Total work cars.
On hand, serviceable and repairing, at March 31st, 1915	22	19	9	5	4	3	6	46	308	3	28	1	15	11	150	3	519	10	8	1	19
To be replaced at March 31st, 1915	9	4	4	2	....	1	2	13	5	....	..	..	..	1	4	1	11	1	....	..	1
Total equipment at March 31st, 1915	31	23	13	7	4	4	8	59	313	3	28	1	15	12	154	4	530	11	8	1	20
To be replaced at March 31st, 1915, as above	9	4	4	2	....	1	2	13	5	....	....	....	..	1	4	1	11	1	....	....	1
Burned and condemned during the year, 1916	....	1	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	1	....	....	1
Total condemned at March 31st, 1916	9	5	4	2	....	1	2	14	5	....	....	....	....	1	4	1	11	2	....	....	2
Rebuilt during the year	..	..	....	....	....	....	....	..	....	....	....	....	....	....	....	....	....	....	....	....	..
To be replaced at March 31st, 1916	9	5	4	2	....	1	2	14	5	..	..	..	..	1	4	1	11	2	..	..	2
Add serviceable and repairing	22	18	9	5	4	3	6	45	30	3	28	1	15	11	150	3	519	9	8	1	18
Total equipment at March 31st, 1916	31	23	13	7	4	4	8	59	313	3	28	1	15	12	154	4	530	11	8	1	20

J. J. WALKER,
Mechanical Accountant.

PRINCE EDWARD ISLAND RAILWAY—*Concluded.*

STATEMENT of mileage, and coal, oil and waste consumed by Locomotives for the year ended 31st March, 1916.

—	Locomotive mileage.	Consumption.				Average consumption per 100 miles.			
		Coal.	Valve oil.	Engine oil.	Waste (cotton.)	Coal.	Valve oil.	Engine oil.	Waste (cotton.
		Tons.	Pints.	Pints.	Lb.	Lb.	Pints.	Pints.	Lb.
1915.									
April	31,864	950	472	816	582	5,963	1·48	2·56	1·82
May	38,413	1,086	500	980	663	5,655	1·30	2·55	1·72
June	39,713	1,034	556	1,088	661	5,207	1·40	2·74	1·66
July	49,196	1,290	708	1,392	852	5,244	1·43	2·82	1·73
August	45,016	1,163	688	1,308	764	5,169	1·52	2·90	1·69
September	45,072	1,239	672	1,280	716	5,498	1·49	2·81	1·58
October	43,132	1,197	556	1,104	735	5,552	1·28	2·56	1·70
November	40,582	1,259	620	1,128	755	6,207	1·52	2·78	1·86
December	38,714	1,170	536	1,080	152	6,046	1·38	2·78	0·39
1916.									
January	30,961	920	452	940	694	5,946	1·46	3·03	2·24
February	29,661	849	400	844	572	5,728	1·34	2·84	1·92
March	35,406	1,143	672	1,192	554	6,456	1·89	3·36	1·53
	467,730	13,300	6,832	13,152	7,700	5,688	1·45	2·81	1·64

J. J. WALKER,
Mechanical Accountant.

SESSIONAL PAPER No. 20

REPORT OF GENERAL SOLICITOR.

CONTRACTS AND AGREEMENTS ENTERED INTO BY CANADIAN GOVERNMENT RAILWAYS, FISCAL YEAR ENDING MARCH 31, 1916.

No.	Date of Contract.	Entered into with	Description.
	1915		
7744	April 9..	Corporation of the town of Pictou, N.S.	Supply of water at Pictou, N.S.
7745	" 14..	Corporation of the town of Antigonish, N.S.	Supply of water at Antigonish, N.S.
7736	" 14..	Sumner Company	Installation of a shaving exhaust for the planing-mill and the cabinet shop at Moncton, N.B.
7753	May 5..	Eastern Steel Company, Limited	Manufacture and delivery of foot bridge crossing for Richmond yard, Halifax, N.S.
7754	" 5..	Eastern Steel Company, Limited	Manufacture, supply and erection of highway bridge for Fairmount avenue, North Sydney, N.S.
7760	" 5..	Town of St. Germain de Rimouski, Que.	Supply of water to the I.C.R. at Rimouski, Que.
7766	" 5	Onesiphore Carbonneau	Supply of water to the I.C.R. at L'Islet, Que.
7769	" 19..	Nova Scotia Car Works, Limited	Supply and delivery of 200 steel flat cars of 40-ton capacity.
7819	July 17..	Williams and Wilson, Limited	Construction of a coaling plant at Levis, Que.
7824	" 30..	Hamilton Bridge Works Co., Ltd	Manufacture, erection and completion of superstructure of Scoudouc River Bridge.
7825	" 30..	G. B. Mitchell	Construction, erection and completion of a brick freight shed at Levis, Que.
7843	Aug. 7..	McLaggan, McBean & Bell	Construction of a standard No. 5 station at Humphreys, N.B.
7849	" 14	John W. McManus Co., Ltd.	Construction and completion of a spur line of railway from a point on main line of the I.C.R. about 1·8 miles east of Bathurst, N.B., to a point at or near the Bathurst Lumber Company's mills.
7856	" 17..	J. A. Boulay	Construction, erection and completion of a freight shed at St. Apollinaire, Que.
7863	" 20	National Steel Car Company, Ltd	Delivery of 350 steel frame box cars.
7864	" 20	Canadian Car & Foundry Co., Ltd	Delivery of 650 steel frame box cars of 40-ton capacity.
7859	" 24..	Rhodes Curry Company, Ltd	Construction, erection and completion of a No. 2 standard station at Trenton, N.S.
7862	" 27..	McLaggan, McBean and Bell	Construction, erection and completion of a station at Derby Junction, N.B.
7865	" 28..	Dominion Bridge Company, Ltd	Manufacture, erection and completion of Grand Narrows bridge.
7869	" 28..	Rhodes Curry Company, Ltd	Superstructure of Main street subway at Moncton, N.B.
7877	Sept. 13..	Jones Girouard Company, Ltd	Construction of culverts, bridge superstructures, filling of certain bridges on Sydney S.D.
7866	" 15..	R. C. Sutherland	Construction of pier and renewal of abutments St. Henri bridge.
7885	" 17..	Rhodes Curry Company, Ltd	Manufacture, erection and completion of the following bridges on the line of the I.C.R. Main Road crossing bridge, Connors crossing bridge, Keough's culvert bridge, Boiestown road bridge, Clearwater Brook bridge, McBean's bridge, Estey's Brook bridge, Manzer's Brook bridge No. 1, Manzer's Brook bridge No. 2, Leper Brook bridge.
7887	" 21..	Lynch, Peckham & Gorman	Construction of the foundation for a coaling plant at Levis, Que.
7890	" 23..	Hamilton Bridge Works Co., Ltd	Manufacture, erection and completion of the following bridges: River Inhabitants bridge, Indiantown Brook bridge, Bartholomew river bridge, and Cross Creek bridge.
7897	" 24	Canadian Locomotive Company, Ltd	Fifteen consolidation type freight locomotives
7895	" 28	Dominion Bridge Company, Limited	Manufacture, erection and completion of the following steel railway bridges, Ottawa Brook bridge, Walker's Gulch bridge, St. Henri bridge.
7896	" 28	Canadian Bridge Company, Limited	Manufacture, erection and completion of the following steel railway bridges: Denny's River bridge, Jamesville Road bridge, Leitches Creek bridge, Ball's Creek bridge, Campbell's Brook bridge, Sydney River bridge.

REPORT OF GENERAL SOLICITOR—*Concluded.*

CONTRACTS AND AGREEMENTS ENTERED INTO BY CANADIAN GOVERNMENT RAILWAYS, FISCAL YEAR ENDING MARCH 31, 1916—*Concluded.*

No.	Date.	Entered into with	Description.
7907	Oct. 7..	George W. Jewett & Company.....	Construction of reinforced concrete culverts on Mulgrave, S.D.
7908	" 7..	John W. McManus Co., Ltd.....	Construction of a line of railway about ¾ of a mile in length from a point on the main line of the I.C.R. about 10 miles west of Moncton to a point on the mainline of the N.T.R.
7921	" 27..	R. C. Sutherland.....	Construction of substructures with concrete abutments of following bridges: Fredericton S.D. Boiestown Road bridge, Cross Creek bridge, McBean's Brook bridge, Estey's Brook bridge.
8048	Dec. 21..	Custodis Canadian Chimney Company, Ltd.....	Erection of a radial brick chimney, etc., for the power-house, I.C.R., Moncton, N.B.
	1916		
8094	Feb. 7..	F. H. Hopkins & Company..,,.....	Supply and delivery of one wrecking crane of 100-ton capacity complete for N.T.R.
8095	" 7..	F. H. Hopkins & Company.....	Supply and delivery of one wrecking crane of 100-ton capacity complete for N.T.R.
8171	Mar. 2..	Dominion Iron & Steel Co., Ltd.....	Supply and delivery of 12,500 gross tons of steel rails.
8317	" 25..	Canadian Allis-Chalmers, Ltd.....	Delivery of four switching locomotives.
8318	" 25..	Canadian Allis-Chalmers, Ltd.....	Delivery of six consolidation type freight locomotives.
8319	" 25..	Canadian Locomotive Company, Limited.	Supply and delivery of 15 consolidation type freight locomotives (69" drivers).
8329	" 25..	Canadian Locomotive Company, Limited.....	Supply and delivery of 5 Pacific type passenger locomotives (69" drivers).
8330	" 25..	Canadian Locomotive Company, Limited.	Supply and delivery of 5 Pacific type passenger locomotives (73" drivers).

H. F. ALWARD,

General Solicitor,

Canadian Government Railways.

No. of Deed.	Date of Deed	Grantor.	Description.	County and Province.	Area.	Amount.
	1906					$ cts.
*8416	Sept. 25	Eunice Smith, *et al*	Land at Halifax, N.S.	Halifax, N.S	2,553 sq. ft.	3,896 96
	1909					
*8418	Dec. 24	Robert Miller	" "	"	1·15 acres	402 50
	1910					
*8417	Jan. 13	Susan A. Veith, *et al*, (estate George A. Veith)	" "	"	30,726 sq. ft.	258 08
*7278	April 15	Neil A. Chevarie, *et al*	Land in the Township of Kings	Kings Co, P.E.I	0·46 acre	240 00
	1911					
*7282	Mar. 15	Hugh J. Campbell	" " "	"	0·74 "	97·50
*7283	" 15	John J. Campbell	" " "	"	1·26 "	97 50
*7702	" 21	Lawrence Young, *et ux*	Land at Little Bras d'Or	Cape Breton, N.S.	0·30 "	150 00
*7704	April 5	Bridget Sivon, *et al*	" "	"	0·84 "	200 00
*7712	" 5	Robert B. Christie, *et ux*	" "	"	0·09 "	150 00
*7716	" 7	Alexander Nicholson, *et al*	" Florence	"	1·60 "	600 00
*7280	" 13	James N. McPhee, *et ux*	Land in Township of Kings	Kings, P.E.I	1·01 "	75 00
*7714	" 14	Annie E. Johnston, *et mar*	Land at Florence	Cape Breton, N.S.	0·01 "	25 00
*7700	" 15	Alice Young	" Little Bras d'Or	"	1·36 "	300 00
*7708	" 15	Michael Chas. Jessome, *et ux*	" "	"	0·48 "	50 00
*7710	" 15	John McIntyre	" Florence	"	0·87 "	280 00
*7707	" 18	Henry Jessome, *et ux*	" Little Bras d'Or	"	1·08 "	717 00
*7713	" 18	Henry W. Christie, *et ux*	" Florence	"	0·19 "	150 00
*7715	" 19	Flora McDonald	" "	"	1·11 "	400 00
*7703	" 20	Francis Cantwell, *et ux*	" Little Bras d'Or	"	1·50 "	1 00
*7706	" 20	Roderick McKay, *et ux*	" "	"	0·05 "	50 00
*7711	" 22	John R. McIntyre, *et ux*	" Florence	"	0·02 "	35 00
*7717	" 26	Samuel Pero	" "	"	0·09 "	100 00
*7705	" 29	Maggie McIntyre, *et mar*	" Little Bras d'Or	"	1·31 "	300 00
*7755	" 29	County of Cape Breton	" "	"	6·55 "	1 00
*7719	May 4	Rector, Warden and Vestry, Parish of Trinity, Sydney Mines, N.S.	" Florence	"	0·20 "	500 00
*7279	" 19	Allan McDonald	Land in Township of Kings	Kings, P.E.I	10·51 "	465·10
*7281	" 19	Catherine McDonald	" "	"	0·92 "	113 00

*Too late for last year's report.

PROPERTY CONVEYED TO CANADIAN GOVERNMENT RAILWAYS, FISCAL YEAR ENDING MARCH 31, 1916—*Continued.*

No. of Deed.	Date of Deed.	Grantor.	Description.	County and Province.	Area.	Amount.
	1911					$ cts.
*7277	June 15	Frederick S. McDonald	Land in Township of Kings	Kings, P.E.I	0·557 acre	1,000 00
*7701	" 23	Alice Young	Land at Little Bras d'Or	Cape Breton, N.S	0·48 "	1 00
*7698	July 2	John Oram, *et al*	" "	"	0·94 "	165 00
*7286	" 14	Hugh J. Campbell	Land in the Township of Kings	Kings, P.E.I	0·5 "	80 00
*7284	Sept. 11	Ada F. Boyd Willis	" "	"	3·12 "	165 00
*7699	Oct. 12	Catholic Episcopal Corporation of Antigonish	Land at Little Bras d'Or	Cape Breton, N.S	2·46 "	707 00
	1912					
*7285	Mar. 21	Alfred Morrow	Land in Township of Kings	Kings, P.E.I	0·19 "	150 00
*7740	May 31	Daniel R. McKay, *et ux*	Land at Stellarton	Pictou, N.S	3·727 "	1,490 80
*7721	Aug. 12	William Daly, *et ux*	" Sydney Mines	Cape Breton, N.S	0·007 "	180 83
*7722	" 22	Margaret McArthur	" "	"	0·062 "	100 00
*7709	Oct. 17	N.S. Steel & Coal Co., Ltd., and Eastern Trust Co	" "	"	9·97 "	2,736 80
*7718	" 17	Nova Scotia Land Co., Ltd	" Florence	"	2·81 "	1 00
*7720	Dec. 4	Richard, William & Eliza Cox	" Sydney Mines	"	0·85 "	617 50
	1913					
*7184	May 30	Mary E. Watson, *et al*	" Middle Musquodoboit	Halifax, N.S	0·91 "	13·65
*7195	" 30	Howard Fulton, *et ux*	" "	"	1·09 "	89 55
*7194	" 30	Wm. Deckman, *et ux*	" Upper Musquodoboit	"	3·04 "	91 20
*7197	" 30	Chas. McGunnigle	" "	"	2·17 "	150 00
*7198	" 30	James Holman, *et ux*	" "	"	0·05 "	1 00
*7201	" 30	Wellwood Reynolds, *et al*	" "	"	1·36 "	54 40
*7202	" 30	David Archibald, *et al* (Trustees Presbyterian Church)	" "	"	2·40 "	100 00
*7155	June 9	J. A. Gould, *et ux*	" Elmsvale	"	4·50 "	135 00
*7186	" 9	D. W. B. Reid, *et al*	" "	"	4·10 "	280 00
*7203	" 9	Herbert Zwicker	" "	"	1·87 "	56 10
*7205	" 9	George A. Horton, *et ux*	" Upper Musquodoboit	"	2·55 "	140 00
*8172	" 17	Anne M. Morrow	Land in Township of Kings	Kings, P.E.I	0·95 "	128 50
*7175	July 1	James Bombrick, *et ux*	Land at Little River	Halifax, N.S	2·19 "	98 55
*7177	" 1	John Gilbert	" Meagher's Grant	"	6·00 "	102 00
*7187	" 1	S. Louise Malcolm	" Little River	"	3·14 "	200 00
		Richard M. Roberts	"	"		1 00
*7193	" 4	George Horne, *et al*	Land at Eastern Passage	"	1·23 "	40 00
*7204	" 26	A. Cospian Day, *et ux*	" Middle Musquodoboit	"	4·95 "	123 75

*7246	Aug.	1	Frank McVarish, *et ux*	"	Harmony Junction	Kings, P.E.I	18,692	sq. ft.	75 00
*7178	Aug.	2	Jos. P. Taylor	"	Middle Musquodoboit	Halifax, N.S	0·88	acre	44 00
*7196	"	2	Burk Dillman, *et ux*	"	Upper Musquodoboit	"	2·50	"	250 00
*7446	Sept.	2	Henrietta I. McNab, *et al*	"	Eastern Passage	"	2·11	"	500 00
*7180	"	6	Alex Sutherland, *et ux*	"	Middle Musquodoboit	"	5·79	"	186 20
*7199	"	17	Frank A. Reynolds, *et al*	"	"	"	0·73	"	36 50
*7447	"	20	John Trider, *et ux*	"	Eastern Passage	"	0·97	"	25 00
*7448	"	24	John E. Hines, *et ux*	"	"	"	0·25	"	15 00
*7449	"	24	Benjamin Hines	"	"	"	0·52	"	40 00
*7450	"	26	Ann S. Burse, *et al*	"	"	"	0·26	"	15 00
*7451	"	27	J. Cleary, *et ux*	"	"	"	6·37	"	60 00
*7452	Oct.	2	Henry Horne	"	"	"	1·01	"	10 00
*7200	"	3	Wm. H. Guild, *et ux*	"	Elmsvale	"	5·67	"	141 75
*7453	"	3	Henrietta I. McNab	"	Eastern Passage	"	1·61	"	132 20
*7939	"	6	Peter G. Archibald, *et ux*	"	Upper Musquodoboit	"	2·22	"	88 80
*7454	"	7	Fannie Himelman	"	Eastern Passage	"	0·67	"	20 00
*7455	"	7	F. Sawlor, *et ux*	"	"	"	0·12	"	5 00
*7456	"	7	Donald Horne, *et al*	"	"	"	0·76	"	20 00
*7457	"	7	Margaret Booth, *et al*	"	"	"	2·50	"	109 35
*7458	"	10	Ed. J. Trider	"	"	"	1·23	"	25 00
*7459	"	31	R. J. McDonald, *et al*	"	"	"	0·21	"	15 00
*7727	"	30	Emma J. Colbourne, *et mar*	"	Pugwash	Cumberland, N.S	19,200	sq. ft.	412 33
*7460	Nov.	11	Ed. McKenzie, *et ux*	"	Eastern Passage	Halifax, N.S	0·29	acre	10 00
*7724	"	12	Edgar A. Bent, *et al*	"	Pugwash	Cumberland, N.S	8,120	sq. ft.	45 81
*7725	"	12	Chas. T. DeWolfe, *et al*	"	"	"	27,805	"	1,275 53
*7726	"	12	Geo. Cooper and E. J. Goodwill	"	"	"	4,250	"	62 99
*7728	"	12	George Seaman, *et ux*	"	"	"	6,504	"	234 35
*7729	"	12	Bessie Daniel	"	"	"	16,740	"	352 19
*7730	"	12	Chas. E. Bent, *et ux*	"	"	"	12,989	"	673 89
*7731	"	12	Edgar A. Bent, *et ux*	"	"	"	7,480	"	360 78
*7461	"	14	Ellen E. Donaldson	"	Eastern Passage	Halifax, N. S	0·27	acre	25 00
*7463	"	15	J. E. Horne, *et ux*	"	"	"	0·27	"	150 00
*7462	"	15	Geo. J. Horne, *et al*	"	"	"	1·21	"	40 00
*7464	"	17	Lydia Doherty, *et al*	"	"	"	0·26	"	15 00
*7465	"	17	K. McKenzie, *et ux*	"	"	"	0·08	"	90 00
*7179	"	21	Chas. R. Tupper	"	Middle Musquodoboit	"	6·20	"	750 00
*7466	"	27	Samuel Hiltz, *et al*	"	West Lawrencetown	"	1·78	"	25 00
*7467	"	29	The Starr Mfg. Co., Ltd	Land near Eastern Passage		"	1·10	"	2,100 00
*7160	Dec.	1	Alex Burnett, *et ux*	Land at Upper Musquodoboit		"	2·83	"	323 50
*7176	"	8	Thos. Rourke, *et ux*	"	Meagher's Grant	"	1·93	"	175 00
*7468	"	9	C. W. Rhind, *et ux*	"	Little River	"	6·55	"	131 00
*7469	"	10	Jno. Dickie, *et ux*	"	Middle Musquodoboit	"	1·50	"	75 00
*7828	"	30	John McFetridge, *et ux*	"	"	"	4·66	"	260 00
		1914							
*7987	Jan.	2	M. J. Ingraham, *et ux*	"	North Sydney	Cape Breton, N.S	0·32	"	1,600 00
*8370	"	2	Isaiah Crittendon	"	Pirate Cove	Guysboro, N.S			650 00
*7428	"	31	Jno. G. Bissett	"	Cole Harbour	Halifax, N.S	11·59	"	3 50

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PROPERTY CONVEYED TO THE CANADIAN GOVERNMENT RAILWAYS, FISCAL YEAR ENDING MARCH 31, 1916—*Continued.*

No. of Deed.	Date of Deed.	Grantor.	Description.	County and Province.	Area.	Amount.
						$ cts.
	1914					
*7429	Jan. 31	F. Brown, *et ux*	Land at East Lawrencetown	Halifax, N.S.	0·76 acre	76 00
*7423	Feb. 3	D. A. Hutchinson, *et ux*	" Upper Musquodoboit	"	1·36 "	200 00
*7422	" 12	Wm. Naugle, *et ux*	" West Lawrencetown	"	0·22 "	2 20
*7421	" 19	J. E. Sedgewick, *et ux*	" Middle Musquodoboit	"	5·10 "	500 00
*7430	" 25	R. J. Thompson, *et ux*	" Cow Bay	"	4·21 "	25 26
*7424	" 27	S. C. W. Tait, *et al*	" Eastern Passage	"	1·45 "	390 00
*7432	Mar. 18	Jno. A. McLean, *et ux*	" Meagher's Grant	"	3·89 "	77 80
*7425	" 19	Duncan Slade	" Crawford's Falls	"	2·38 "	25 00
*7426	" 19	D. W. B. Reid, *et ux*	All that portion of a right of way to pass and repass from Main Post Road, Elmsvale, Musquodoboit unto Grantor's Land	"		1 00
*7427	" 19	Joseph Day, *et ux*	Land at Crawford's Falls	"	1·28 acres	50 00
7431	" 27	Charlotte Dunbrack	" Meagher's Grant	"	2·46 "	49 20
*7195	April 6	H. Fulton, *et al*	Water diversion rights *re* 1·99 acres at Upper Musquodoboit	"		500 00
*7203½	" 6	H. Zwicker	Water diversion rights *re* 1·87 acres of land at Elmvale	"		25 00
*7475½	May 7	G. P. Redmond	Water diversion rights *re* 2·13 acres of land at Centre Musquodoboit	"		440 00
*7770	June 22	Malcolm MacMillan	Land at Big Pond	Cape Breton, N.S.	2·51 acres	289 70
*8176	Sept. 23	Barton E. McDonald, *et al*	Land in Township of Kings	Kings, P.E.I.	1·76 "	100 00
*8386	Oct. 5	Dolena C. McLean, *et al*	Land at Leitches Creek	Cape Breton, N.S.	1·39 "	1,100 00
*8355	Nov. 23	Isabella M. Moore, *et al*	" North Sydney	"	1·18 "	2,400 00
*8173	Dec. 5	Daniel J. McDonald, *et ux*	Land in Township of Kings	Kings, P.E.I.	1·45 "	100 00
*7835	" 30	D. J. McIntosh & C. E. Hamilton	Land at North Sydney	Cape Breton, N.S.	0·92 "	1,800 00
*7985	" 31	Alex. G. Musgrave, *et ux*	" "	"	55,200 sq. ft.	800 00
*7992	" 31	Blanche A. Moore	" "	"	0·38 acre	630 00
*8349	" 31	John Allan, *et ux*	" "	"	0·57 "	1,200 00
*8395	" 31	Wm. H. Dunlap, *et ux*	" Leitches Creek	"	1·12 "	225 00
*8398	" 31	Eliza McDonald	" "	"	6,700 sq.ft.	115 00
	1915					
*8044	Jan. 1	Anna L. Isabella Grant, *et al*	" North Sydney	"	0·32 acre	400 00
*8361	" 2	Alex. McDonald, *et ux*	" "	"	0·30 "	700 00
*7982	" 4	Daniel D. Ferguson, *et ux*	" "	"	8,000 sq.ft.	450 00
*8390	" 5	Alexis Allen	" Leitches Creek	"	0·77 acre	1,055 00
*7743	" 6	Wm. H. Brown, *et ux*	" Pugwash	Cumberland, N.S.	2,960 sq.ft.	215 48
*8357	" 6	Sydney Salter, *et ux*	" North Sydney	Cape Breton, N.S.	0·18 acre	850 00

*8391	"	6	Louis H. Moffatt, *et ux*	"	Leitches Creek	"	1·64 "	2,802	00
*7991	"	9	Elijah E. Moore	"	North Sydney	"	0·2 "	500	00
*7983	"	12	Robt. W. & Annie M. Kelly	"	"	"	63,330 sq.ft.	825	00
*7984	"	13	Charles Green	"	"	"	66,750 "	2,000	00
*7986	"	14	Robt. Hayward	"	"	"	7,323 "	1,400	00
*8354	"	14	Thos. L. Rudderham, *et ux*	"	"	"	0·16 acre	450	00
*7836	"	15	Louis A. Moore, *et ux*	"	"	"		1,660	00
*8358	"	15	Esther Gouthro, *et al*	"	"	"	1·47 acres	4,800	00
*8385	"	15	Chas. R. Moore, *et ux*	"	Leitches Creek	"	0·02 "	10	00
*7993	"	15	Peter J. Jackson	"	North Sydney	"	1·17 "	2,165	00
*8175	"	16	Neil J. McDonald	"	Fountain Head	Kings, P.E.I.	0·57 "	125	00
*8348	"	16	Robt. Musgrave, *et ux*	"	North Sydney	Cape Breton, N.S.	0·80 "	2,000	00
*8392	"	23	John J. Moffatt	"	Leitches Creek	"	0·46 "	625	00
*7837	"	25	Harriet Moore	"	North Sydney	"	42,000 sq.ft.	4,850	00
*7990	"	25	John Redmond	"	"	"	0·89 acre	1,050	00
*7988	"	28	Wm. F. Moffatt	"	"	"	1·16 "	4,380	00
*8388	Feb.	6	Murdoch McLean, *et ux*	"	Leitches Creek	"	70,700 sq.ft.	1,475	00
*7989	"	9	Etta Musgrave	"	North Sydney	"	0·07 acre	825	00
*8360	"	11	Geo. H. Murray, *et ux*	"	"	"	1·25 "	2,000	00
*8387	"	11	Ella Maloney, *et al*	"	Leitches Creek	"	1·56 "	1,650	00
*8351	"	12	M. W. Ingraham, *et ux*	"	North Sydney	"	1·93 "	4,400	00
*8352	"	12	Alexander McDonald	"	"	"	0·02 "	550	00
*8353	"	12	Cecily A. Forbes, *et vir*	"	"	"	7,150 sq.ft.	450	00
*8393	"	12	Chas. A. Munn, *et ux*	"	Leitches Creek	"	95,857 "	1,550	00
*8350	"	15	Agnes I. Bertram	"	North Sydney	"	0·80 acre	2,850	00
*7955	"	18	James Vye	"	Nelson	Northumberland, N.B.	0·70 "	132	00
*7958	"	18	Peter C. Appleby	"	"	"	0·57 "	193	10
*7952	"	19	James Robinson	"	"	"	1·08 "	191	40
*7957	Mar.	2	Wm. J. Shanahan	"	"	"	0·046 "	55	31
*8174	"	2	Edward A. Paquet	"	New Harmony	Kings, P.E.I.	3·90 "	165	00
*7954	"	10	Amy J. Vye	"	Nelson	Northumberland, N.B.	0·66 "	100	43
*7956	"	10	Amy J. Vye	"	"	"	0·66 "	136	95
*8420	"	13	George Lapierre	"	West Lawrencetown	Halifax, N.S.	3·40 "	40	00
*7953	"	15	Joseph English	"	Nelson	Northumberland, N.B.	0·96 "	168	96
*7946	"	16	Bishop of Chatham, N.B.	"	"	"	1·50 "	319	46
*7950	"	23	Chas. H. McLeod, *et ux*	"	"	"	0·77 "	207	40
*8397	"	26	George F. M. Forbes	"	Leitches Creek	Cape Breton, N.S.	1·18 "	1	00
*7947	"	27	Wm. M. Sullivan, *et ux*	"	Nelson	Northumberland, N.B.	1·17 "	423	00
7980	April	1	John McFetridge, *et al*	"	Middle Musquodoboit	Halifax, N.S.	0·30 "	100	00
8396	"	13	Dominion Coal Co., Ltd	"	Leitches Creek	Cape Breton, N.S.	2·44 "	2,225	00
7949	"	28	Ernest Flett, *et ux*	"	Nelson	Northumberland, N.B.	1·98 "	662	97
8389	"	28	Louisa A. Moore, *et al*	"	Leitches Creek	Cape Breton, N.S.	0·97 "	3,025	00
8356	"	29	John B. Musgrave, *et ux*	"	North Sydney	"	0·37 "	1,300	00
8082	"	30	Wm. E. Deekman	"	Upper Musquodoboit	Halifax, N.S.	0·11 "	20	00
8419	"	30	Jno. Vincent, *et ux*	"	Cole Harbour	"	7·21 "	36	15
8394	May	10	Catherine Rudderham, *et al*	"	Leitches Creek	Cape Breton, N.S.	0·50 "	250	00
7948	"	13	Thos. W. Flett, *et al*	"	Nelson	Northumberland, N.B.	6·37 "	2,612	18
8359	"	14	Joseph Salter	"	North Sydney	Cape Breton, N.S.	0·20 "	525	00
7844	"	21	Sarah O. LeBlanc & Wm. A. Breau	"	College Bridge	Westmoreland, N.B.	2,902·5 s.ft.	80	00

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PROPERTY CONVEYED TO CANADIAN GOVERNMENT RAILWAYS, FISCAL YEAR ENDING MARCH, 31, 1916—*Concluded.*

No. of Deed.	Date of Deed.	Grantor.	Description.	County and Province.	Area.	Amount.
	1915					$ cts.
8047	May 24	J. B. Levesque	Land at St. Roch-des-Aulnais	L'Islet, P.Q.	Crossing	25 00
7834	June 6	John Petite, *et ux*	" North Sydney	Cape Breton, N.S.	3,000 sq.ft.	750 00
7999	" 10	Richard M. Roberts	" Upper Musquodoboit	Halifax, N.S.	3·14 acres	20 00
7996	" 18	David Archibald, *et ux*	" "	"	3·28 "	483 96
7998	" 19	J. Watson McCurdy	" "	"	6·85 "	355 69
7994	" 22	Albert Holman, *et ux*	" "	"	3·48 "	1,290 58
7995	" 22	Daniel Millen	" "	"	5·31 "	591 21
7821	July 8	Henri Lagueux	" St. Romuald	Levis, Quebec	Crossing	500 00
7822	" 8	Delphis Brochu & Henri Lagueux	" "	"	"	800 00
8078	" 12	Pierre Cantin	" "	"	8,196 sq. ft.	300 00
8436	" 13	R. C. Brown, *et ux*	" Woodside	Halifax, N.S.	0·65 acres	1,897 60
8379	" 26	John W. Ingraham	" North Sydney	Cape Breton, N.S.	0·3232 "	525 00
7951	Aug. 3	Clarence E. Brown, *et ux*	" Nelson	Northumberland, N.B.	1·669 "	290 45
8049	" 9	Margaret Lynch	" Fredericton	York, N.B.	4·967 "	1 00
8107	" 18	Bridget Swan	" Little Bras d'Or	Cape Breton, N.S.	0·28 "	50 00
8402	" 21	Wm. D. Conrod, *et ux*	" Lawrencetown	Halifax, N.S.	3·14 "	327 82
7940	Sept. 1	Puis Gannon	" North Sydney	Cape Breton, N.S.	6·41 "	620 79
8073	" 9	Arthur Lemieux	" St. Romuald	Levis, Quebec	5,201 sq.ft.	100 00
8074	" 9	Arthur St. Hilaire	" "	"	12,943 "	450 00
7902	" 10	Joseph Carriveau	" Montmagny	Montmagny, Quebec	Foot path	
8001	" 17	Margaret Young Wilson	" Halifax	Halifax, N.S.	71,425 sq. ft.	75,300 00
8075	" 17	Margaret Young Wilson	" "	"	1,750 "	4,850 00
8000	" 20	Margaret Young Wilson	" "	"	1,750 "	2,050 00
8076	" 20	Samuel Young Wilson	" "	"	5,536 "	8,200 00
7997	" 29	Inglis W. Spratt, *et ux*	" Upper Musquodoboit	"	0·23 acre	35 00
8383	Oct. 15	Arthur B. Coughlan, *et ux*	" Nelson	Northumberland, N.B.	0·77 "	452 66
8077	Nov. 22	Odbur Cowperthwaite	" St. Marys	York, N.B.	0·70 "	455 00
8399	" 26	Arthur Boutilier, *et ux*	" Halifax	Halifax, N.S.		99,665 50
8400	" 29	Eva L. McLeod, *et mar*	" "	"		1 00
8341	Dec. 1	Henry Goodwin, *et al*	" Middle Musquodoboit	"	6·47 acres	753 32
8401	" 1	Fenwick W. Kent, *et al*	" Upper Musquodoboit	"	2·47 "	150 00
8413	" 1	James Robinson	" Nelson	Northumberland, N.B.	1·187 "	294 72
8325	" 2	Wm. Archibald, *et ux*	" Centre Musquodoboit	Halifax, N.S.	3·66 "	685 00
8326	" 2	Franklin Kent, *et ux*	" Upper Musquodoboit	"	5·56 "	875 00
8342	" 3	Clarence A. Muir, *et al*	" "	"	1·47 "	
8403	" 11	Peter Kuhn, *et ux*	" Cole Harbour	"	19·18 "	1,185 78
8108	"	Neil McLean	" Mill Brook	Cape Breton, N.S.	0·275 "	60 00
	1916					
8331	Feb. 4	John Ferguson, *et ux*	" Marie	Kings, P.E.I.	0·107 "	45 00
8322	" 8	Norman Stewart, *et ux*	" Upper Musquodoboit	Halifax, N.S.	3·90 "	700 00
8323	" 9	Halifax Lumber Co., Ltd	" Three Fathoms Harbour	"	13·77 "	137 00
8384	Mar. 3	Annie & Dan. A. McDonald	" West Bay Road	Inverness, N.S.	3·92 "	117 60

PROPERTY CONVEYED TO CANADIAN GOVERNMENT RAILWAYS, FISCAL YEAR ENDING MARCH 31, 1916—HALIFAX OCEAN TERMINALS.

No. of Deed.	Date of Deed.	Grantor.	Description.	County and Province.	Area.	Amount.
	1912.					$ cts.
*8185	April 2	Geo. W. Jenkins, *et al*	Land at Halifax, N.S.	Halifax, N.S.	21,000 sq. ft.	5,000 00
	1913.					
*8121	Mar. 17	John J. Quinn	" "	"	2,080 "	1,500 00
*8155	Mar. 20	Nicholas J. Low	" "	"	6,900 "	3,000 00
*8120	April 3	Samuel McAuley	" "	"	3,564 "	2,550 00
*8122	April 4	Albro, Langille	" "	"	2,820 "	3,200 00
*8118	April 12	Michael Fripps, *et ux*	" "	"	3,960 "	2,850 00
*8119	April 14	John E. Butler	" "	"	4,785 "	4,200 00
*8116	April 15	Nicholas J. Low	" "	"	5,764 "	4,250 00
*8117	April 15	Frederick Greenough, *et ux*	" "	"	3,944 "	2,850 00
*8305	April 17	Richard Giles, *et ux*	" "	"	3,000 "	3,150 00
*8206	April 19	Wm. N. Dunbrack	" "	"	3,000 "	3,250 00
*8296	April 19	W. G. Thomson, *et al*	" "	"	3,464 "	12,000 00
*8303	April 21	Matilda Humphries, *et al*	" "	"	3,000 "	3,050 00
*8308	April 21	Joseph Ingram, *et ux*	" "	"	3,100 "	2,970 00
*8306	April 24	Isaac Hiltz, *et ux*	" "	"	3,000 "	3,500 00
*8311	April 28	J. F. Chisholm	" "	"	4,905 "	3,600 00
*8250	April 29	Robert Miller, *et ux*	" "	"	330,000 "	17,000 00
*8235	May 1	Adam B. Crosby	" "	"	1,560 "	6,000 00
*8310	May 1	Frederick E. Hall, *et ux*	" "	"	4,905 "	3,500 00
*8221	May 2	Thomas B. McCartney	" "	"	1,900 "	3,900 00
*8210	May 2	Leo Boudreau, *et ux*	" "	"	3,550 "	3,725 00
*8211	May 5	Thomas Hopper	" "	"	2,453 "	2,750 00
*8215	May 7	T. F. Bartlow, *et ux*	" "	"	2,460 "	3,000 00
*8276	May 13	Francis Cook, *et ux*	" "	"	3,770 "	3,250 00
*8309	May 15	Vincent Pettipas	" "	"	2,080 "	3,100 00
*8259	May 17	Winnifred Morton, *et vir*	" "	"	3,960 "	6,150 00
*8238	May 19	Margaret C. Pugh	" "	"	6,000 "	5,000 00
*8284	May 22	Henry Romans	" "	"	14,800 "	1,500 00
*8307	May 22	Andrew Mitchell	" "	"	3,000 "	2,970 00
*8212	May 23	G. J. Burton, *et ux*	" "	"	2,460 "	3,500 00
*8193	May 27	Henry Roper	" "	"	2,452 "	200 00
*8214	May 27	Henry Roper	" "	"	2,460 "	3,000 00
*8164	May 28	Mary Eva Dunn, *et vir*	" "	"	4,360 "	6,100 00
*8204	May 29	W. H. Muir, *et ux*	" "	"	4,300 "	5,700 00
*8237	May	Sophia C. Crane	" "	"	6,180 "	7,150 00
*8257	May 29	Joseph Outerbridge, *et ux*	" "	"	171,200 "	10,000 00

*Too late for last year's report.

No. of Deed.	Date of Deed.	Grantor.	Description.	County and Province.	Area.	Amount.
	1913.					$ cts.
*8219	June 1	Annie S. Stanford	Land at Halifax, N.S.	Halifax, N.S.	2,760 sq. ft.	6,000 00
*8251	June 1	Rufus C. Bayer, *et ux*	" "	"	17,680 "	10,000 00
*8253	June 9	Amelia A. Higgs	" "	"	4,647 "	4,250 00
*8231	June 13	Wm. Gaul, *et ux*	" "	"	1,750 "	4,200 00
*8304	June 13	John D. Dunbrack	" "	"	3,000 "	350 00
*8126	June 18	Affie M. Oxley	" "	"	5,325 "	7,000 00
*8213	June 21	Mrs. Flora Lake, *et vir*	" "	"	2,460 "	3,200 00
*8207	June 24	Harry H. Mitchell	" "	"	3,000 "	350 00
*8275	June 25	Ann Honora Cox	" "	"	2,188 "	2,300 00
*8223	June 30	Margaret Netzler	" "	"	1,405 "	1,800 00
*8166	July 3	Ellen T. Kelly, executrix, Denis Kelly,				
*8166A	July 3	executor, estate of Denis Kelly	" "	"	3,128 "	3,000 00
*8168	July 29	Margaret Cartile	" "	"	718,740 "	600 00
*8124	July 31	John McMillan	" "	"	11,980 "	14,000 00
*8125	July 31	Francis Smith	" "	"	5,900 "	9,000 00
*8184	Aug. 19	Wm. B. Wallace, *et ux*	" "	"	19,600 "	1,250 00
*8200	Aug. 19	B. H. Collins, *et ux*	" "	"	3,931 "	4,000 00
*8290	Aug. 21	Wm. A. Geizer	" "	"	16,575 "	6,000 00
*8229	Aug. 25	Chas. J. Bulger, *et ux*	" "	"	2,800 "	2,800 00
*8302	Aug. 28	James Maher, *et ux*	" "	"	5,232 "	3,300 00
*8288	Sept. 2	Caroline Kirkwood, *et vir*	" "	"	19,800 "	6,800 00
*8300	Sept. 2	Alfred G. Cross	" "	"	580 "	300 00
*8197	Oct. 1	Robert O. Mullin, *et ux*	" "	"	42,740 "	7,500 00
*8227	Oct. 16	J. Gordon Bennett, *et ux*	" "	"	57,200 "	4,000 00
*8199	Oct. 21	Clinton A. Proctor, *et al*	" "	"	317,000 "	15,540 00
	1914.					
*8263	Aug. 31	Eastern Trust Company, reconveyance of lot 25, Mrs. Margaret Smith	" "	"	1,750 "	2,500 00
*8209	Nov. 11	Eastern Trust Company, reconveyance lot 93, Mary F. Heenan, *et al*	" "	"	1,390 "	700 00
*8208	Nov. 11	Eastern Trust Company, reconveyance of lot 4, Sarah Fultz	" "	"	2,430 "	3,850 00
		Lot 5, estate J. Thomson	" "	"	1,710 "	3,600 00
		Lots 52, 53, and 54, Bessie B. Elliott and Jas. E. Elliot	" "	"	38,980 "	10,000 00
		Lot 39, Bessie R. Hart, *et vir*	" "	"	23,975 "	5,000 00
		Lot 36, Arthur D. Mitchell, *et ux*	" "	"	4,020 "	4,832 00
		Lot 35, Jessie A. Naylor	" "	"	4,020 "	4,750 00

		Lot 46, Mary Beatrice Corbett	"	"	"	12,060	"	9,750	00
		Lot 23, Geo. P. Thomas, *et ux*	"	"	"	1,560	"	2,000	00
		Lot 17, Wm. Stairs, Son & Morrow, Ltd.	"	"	"	11,100	"	3,500	00
		Lot 29, Mary Finlay, *et al*	"	"	"	2,100	"	4,200	00
		Lot 111, Elizabeth Houlihan	"	"	"	1,260	"	1,500	00
		Lot 101, Margaret McDowell	"	"	"	2,062	"	1,500	00
		Lot B22, Charlotte Parcel, *et al*	"	"	"	1,256,200	"	600	00
		Lot A20, Charles W. Anderson, *et al*	"	"	"	669,000	"	30,000	00
		Lot A22½, W. B. Almon *et al* Exec	"	"	"	24,800	"	1,575	00
		Lot A22 Kate Lawson	"	"	"	650,000	"	30,000	00
		Lot A8, Geo. E. Nichols	"	"	"	250,220	"	1,800	00
		Lot A8a, Henry Roper	"	"	"	29,000	"	2,200	00
		Lot A1, A. R. Hobrecker	"	"	"	29,700	"	3,000	00
		Lot 164½, Thos. F. Courtney	"	"	"	49,520	"	3,000	00
		Lot 137, A. E. H. Gilpin, *et al*	"	"	"	12,000	"	1,050	00
		Lot 133½, Wm. Murphy	"	"	"	1,983	"	1,000	00
		Lot 172, Catherine E. Ruggles, *et al*	"	"	"	318,960	"	22,800	00
		Lot 141, D. M. Owen, *et ux*	"	"	"	53,450	"	2,500	00
		Lot 150, John H. Kelly, *et ux*	"	"	"	10,560	"	4,000	00
		Lot 155, S. M. Brockfield, Ltd	"	"	"	14,800	"	750	00
		Lot 171, W. H. Owen, *et ux*	"	"	"	59,240	"	4,200	00
*S216	Nov. 25	Thos. F. Tobin	"	"	"	139,300	"	4,500	00
	1915								
*S270	Mar. 23	Frederick F. Mathers	"	"	"	13,460	"	7,798	39
S205	April 22	B. H. Collins	"	"	"	1,515	"	800	00
S169	Mar. 24	Eastern Trust Company, reconveyance of lot, Frank D. Graham.	"	"	"	3,420	"	4,500	00

*Too late for last year's report.

LEASES GRANTED BY THE CANADIAN GOVERNMENT

No.	Date of Signature.	Lessee.	Lands or rights demised.
	1915.		
7734	April 7	John Barrett	Land at Sussex, N.B.
7735	" 7	Town of Levis, P.Q.	Right and privilege to lay and maintain a 1½-inch conduit under the right of way and across the tracks of the I.C.R. at Levis, P.Q.
7749	" 26	J. A. Bishop, Geo. Gibson, Joseph. Bray, W. D. Ritchie, and D. C. Ritchie.	Lands at Moncton, N.B.
7759	May 12	The Dept. of Public Works of Canada.	Right and privilege to connect with railway's water pipe at Hampton, N.B., and draw water therefrom for the purposes of Post Office.
7799	June 1	Harry H. Scovil and R. W. Otty Barnes, representing Hampton Tennis Club.	Land at Hampton, N.B.
7797	" 9	Gilroy & Stonehouse	Land at Oxford, N.S.
7804	" 21	Dominion Molasses Co.	Right and privilege to lay and maintain sewer pipes under the tracks at Dartmouth, N.S.
7800	" 28	N.B. Telephone Co.	Right to cross Main street subway with wire conduit (underground) at Moncton, N.B.
7801	" 28	Imperial Oil Co., Ltd.	Crossing I.C.R. tracks at Londonderry, N.S., with pipe line.
7817	" 30	William Irving	Land in parish of Addington, Matapedia, Restigouche county.
7807	July 2	Ovide Michaud	Right and privilege to lay a ¾-inch pipe at Val Brillant, Que.
7820	" 10	City of St. John	To lay sewer pipe under I.C.R. track at St. John, N.B.
7857	" 26	Theophile Fournier	Right to lay and maintain 2½-inch wooden pipe on I.C.R. property at Sayabec, P.Q., in consideration of which lessee to supply water to railway at annual charge of $12.00 for station purposes and $12.00 for dwelling purposes.
7858	" 20	James Shanahan	Land in the parish of Nelson, N.B.
7870	" 27	Wallace W. Morrison	Land at Londonderry, N.S.
7872	Sept. 9	Barney's River Weighing Co.	Land at Avondale, N.S.
7881	" 13	Dept. Marine & Fisheries	Right and privilege to lay a 4-inch water main across the I.C.R. right of way at Dartmouth, N.S.
7882	" 13	Dr. M. Lunam	Right and privilege to lay and maintain a 1-inch iron pipe across the right of way at mileage 182·16 Moncton S.D.
7883	" 13	Canadian Oil Companies, Limited.	Right and privilage to lay and maintain a 2½-inch pipe across the right of way at mile 184·62 Moncton S.D.
7889	" 25	Corp. of the Town of Dartmouth.	Right and privilege to lay and maintain a 9-inch sewer pipe across right of way of the I.C.R. at Dartmouth, N.S.
7903	" 28	Elmer Sullivan	Right and privilege to lay a 6-inch sewer pipe, together with a ½-inch water pipe under the tracks of the I.C.R. at mile ·34 Leonard S.D.
7915	Oct. 7	Townsend & Squire	Land at Georges River, N.S.
7913	" 7	Maggie and Albert J. Chapman.	Land at Dorchester, N.B.
7929	" 27	McLellan Foundry and Machine Works, Ltd.	Land at Compbellton, N.B.
7932	Nov. 4	James Casey	Land at Shediac, N.B.
8046	" 4	N.B. Telephone Co.	Right and privilege of erecting and maintaining a telephone line across the right of way and over the tracks of the I.C.R. at mileage 1·35 Campbellton S.D., and a pole on the right of way.
8052	" 4	Edouard Ruel	Right and privilege to lay and maintain an 8-inch tile drain pipe across the right of way and under the tracks of the I.C.R. at mileage 11·9 Levis S.D., P.Q.
7936	" 5	John A. Johnson	Land at Berry's Mills, N.B.
7938	" 6	Moncton Tramways, Electricity and Gas Co.	Right and privilege to lay and maintain a 2-inch malleable iron gas pipe across the right of way and under the tracks of the I.C.R. at Humphreys, N.B.

SESSIONAL PAPER No. 20

RAILWAYS, FISCAL YEAR ENDING MARCH 31, 1916.

Area.	Term.	Commencement of term.	Annual Rental.	Due each year.	First instalment due.
			$ cts.		
600 sq. ft.	During pleasure.	April 1, 1915	10 00	April 1	April 1, 1915
	"	Mar. 9, 1915	1 00	Mar. 9	Mar. 9, 1915
5,000 sq. ft.	"	May 1, 1915	1 00	May 1	May 1, 1915
	"	May 1, 1915	25 00	May 1	May 1, 1915
	"	June 1, 1915	10 00	June 1	June 1, 1915
3·17 acres	"	" 1, 1915	7 50	" 1	" 1, 1915
	"	" 1, 1915	1 00	" 1	" 1, 1915
	"	" 1, 1915	1 00	" 1	" 1, 1915
	"	April 1, 1915	1 00	April 1,	April 1, 1915
7,000 sq. ft.	"	July 1, 1915	10 00	July 1	July 1, 1915
	"	" 1, 1915	1 00	" 1	" 1, 1915
	"	June 1, 1915	1 00	June 1,	June 1, 1915
	"	Aug. 1, 1915	1 00	Aug. 1	Aug. 1, 1915
0·182 acre	"	" 1, 1915	5 00	" 1,	" 1, 1915
45,000 sq. ft.	"	July 1, 1915	10 00	July 1	July 1, 1915
200 sq. ft.	"	Mar. 1, 1914	1 00	Mar. 1	Mar. 1, 1914
	"	June 1, 1915	1 00	June 1	June 1, 1915
	"	Aug. 1, 1915	1 00	Aug. 1	Aug. 1, 1915
	"	" 1, 1915	1 00	" 1	" 1, 1915
	"	June 1, 1915	1 00	June 1	June 1, 1915
	"	Oct. 1, 1915	1 00	Oct. 1	Oct. 1, 1915
0·29 acre	"	July 1, 1915	10 00	July 1	July 1, 1915
980·6 sq. ft.	"	Oct. 1, 1915	10 00	Oct. 1	Oct. 1, 1915
2,370 sq. ft.	"	" 1, 1915	10 00	" 1	" 1, 1915
0·71 acre	"	July 1, 1915	10 00	July 1	July 1, 1915
	"	" 1, 1915	2 00	" 1	" 1, 1915
	"	Nov. 1, 1915	1 00	Nov. 1,	Nov. 1, 1915
6,020 sq. ft.	"	" 1, 1915	1 00	" 1	" 1, 1915
	"	" 1, 1915	1 00	" 1	" 1, 1915

LEASES GRANTED BY THE CANADIAN GOVERNMENT RAILWAYS,

No.	Date of Signature.	Lessee.	Lands or rights demised.
	1915.		
7941	Nov. 20....	Charles Logan.....	Land with use of two roadways, Moncton, N.B...
7944	Dec. 2....	South River Mutual Tel. Company.	Right and privilege of erecting and maintaining telephone wires over the property and under the tracks of the I.C.R. at South River, N.S.
7978	" 9....	Town of Bathurst.....	Right and privilege to lay and maintain a 10-inch cast iron water pipe across the right of way and under the tracks of the I.C.R. at Bathurst, N.B.
7979	" 9....	N.B. Telephone Co., Ltd...	Right and privilege to lay and maintain 2 telephone wires across the right of way and under the tracks of the I.C.R. at Upper Dorchester, N.B.
7975	" 9....	N.B. Telephone Co., Ltd...	Right and privilege to lay and maintain 2 telephone wires across the right of way and under the tracks of the I.C.R. at College Bridge, N.B.
	1916.		
8063	Jan. 14....	Miramichi Steam Nav. Co.	A piece of wharf property forming part of the I.C.R. property at Chatham, N.B.
8064	" 14....	Municipality of the Parish of Val Brillant.	Right and privilege to lay and maintain 12-inch terra cotta sewer pipe under the tracks and across the right of way of the I.C.R. at Val Brillant, P.Q.
8066	" 14....	Municipality of Amqui.....	Right and privilege to lay and maintain a 2-inch cast iron pipe across the right of way and under the tracks of the I.C.R. at mile 61·15 Campbellton S.D.
8079	" 21....	Henry Fraser.....	Land at Truro, N.S.....
8091	Feb. 1....	Leonidas Boisvert.....	Land in Township of Ashburton, county of Montmagny, Que.
8097	" 8....	N.B. Telephone Co., Ltd....	Right and privilege of stringing and maintaining wires across the right of way and over the tracks of the I.C.R. at Humphreys, N.B.
8098	" 8....	A. S. Black.....	Land at Truro, N.S.
8101	" 8....	Payzant Card Co., Ltd.....	Land at Dorchester, N.B.....
8102	" 14....	Matapedia Water Supply Co.	The right to take water from the old I.C.R. reservoir at Matapedia through a 2-inch pipe. To make and maintain a 1-inch connection from the 1-inch pipe line running from the new I.C.R. reservoir to the standpipe and to lay and maintain a 4-inch cast iron pipe last mentioned from a point in a westerly direction for a distance of 450 feet to a point opposite 691·95 on the I. C. R. main line, at which point the said 4-inch pipe is to cross under the main line and siding across and on the I.C.R. right of way.
8128	" 19....	St. John Railway Co.....	Right and privilege to erect and maintain two electric light wires across the right of way and over the tracks of the I.C.R. at Renforth, Kings county, N.B.
8129	" 19....	J. C. McNeil.....	Land at Iona, N.S.....
8160	" 28....	Rev. Fr. W. Sormany.....	Land at Rogersville, N.B.....
8161	" 29....	Pierre Thibeault.....	Land at Ste. Florence, Que.....
8177	Mar. 9....	Dougald McDonald.....	Land at Berry's Mills, N.B. .....
8179	" 11....	Eastern Steel Company.....	Privilege to lay and maintain a 4-inch steam pipe enclosed in a 12-inch pipe, and electric power line enclosed in a conduit under the I.C.R. tracks at Trenton, N.S.
8180	" 11....	Est. Alex. E. Alexander.....	Land at Campbellton, N.B.....
8181	" 11....	Town of Bathurst.....	Right and privilege to erect and maintain 2 telephone wires and 2 electric wires across the right of way and over the tracks of the I.C.R. at mile 122·32 Moncton S.D., and 2 poles on the right of way to support the said wires.
8182	" 11....	H. W. Wentzell.....	Right and privilege to lay and maintain one 4-inch terra cotta sewer pipe across the right of way and under the tracks of the I.C.R. at Dartmouth, N.S.

FISCAL YEAR ENDING MARCH 31, 1916—*Continued.*

Area.	Term.	Commencement of term.	Rental.	Due each year.	First instalment due.
			$ cts.		
2,025 sq. ft.	During pleasure	Nov. 1, 1915	10 00	Nov. 1	Nov. 1, 1915
	"	April 1, 1914	1 00	April 1	April 1, 1914
	"	Nov. 1, 1915	1 00	Nov. 1	Nov. 1, 1915
	"	Sept. 1, 1915	1 00	Sept. 1	Sept. 1, 1915
	"	" 1, 1915	1 00	" 1	" 1, 1915
	"	Jan. 1, 1916	100 00	Jan. 1	Jan. 1, 1616
	"	Aug. 1, 1915	1 00	Aug. 1	Aug. 1, 1915
	"	Jan. 1, 1916	1 00	Jan. 1	Jan. 1, 1916
72 sq. ft.	"	Dec. 14, 1914	10 00	Dec. 14	Dec. 14, 1914
5·47 acres	"	Jan. 1, 1916	1 00	Jan. 1	Jan. 1, 1916
	"	May 1, 1916	1 00	May 1	May 1, 1916
72 sq. ft.	"	Dec. 14, 1914	10 00	Dec. 14	Dec. 14, 1914
433 sq. ft.	"	Feb. 1, 1916	10 00	Feb. 1	Feb. 1, 1916
	"	May 1, 1915	60 00	May 1	May 1, 1915
	"	Mar. 1, 1916	1 00	Mar. 1	Mar. 1, 1916
720 sq. ft.	"	Aug. 1, 1915	10 00	Aug. 1	Aug. 1, 1915
0·54 acre	"	Dec. 1, 1915	10 00	Dec. 1	Dec. 1, 1915
480 sq. ft.	"	Mar. 1, 1916	10 00	Mar. 1	Mar. 1, 1916
4·77 acres	"	Mar. 1, 1916	5 00	Mar. 1	Mar. 1, 1916
	"	Mar. 1, 1916	1 00	" 1	" 1, 1916
2,857 sq. ft.	"	" 1, 1916	10 00	" 1	" 1, 1916
	"	" 1, 1916	3 00	" 1	" 1, 1916
	"	" 1, 1916	1 00	" 1	" 1, 1916

LEASES GRANTED BY THE CANADIAN GOVERNMENT RAILWAYS,

No.	Date of Signature.	Lessee.	Lands or rights demised.
1916			
8320	Mar. 25....	Corp. of Town of Sydney...	Right and privilege to lay and maintain one 18-inch water pipe across the right of way and under the tracks of the I.C.R. at Sydney, N.S.
			TRANSCONTINENTAL
	1915.		
7930	Oct. 27....	N.B. Telephone Co., Ltd...	Right and privilege to lay and maintain an underground cable under tracks and across the right of way of the N.T.R. at St. Leonards, N.B.
7981	Dec. 14....	Brown Corporation.....	Right and privilege to erect a metallic telephone circuit (94 wire miles) on the telegraph poles on the right of way of the lessor between LaTuque and Windago, N.T.R.
8036	" 23....	Transcona Shell Co.....	Frog shop and south bay of freight car shop at Transcona for the manufacture of shells.
8053	" 30....	Customs Dept. of Canada...	Land at St. Leonards, N.B.....
	1916.		
8065	Jan. 14....	Municipality of the Town of Transcona.	Land at Transcona, Man.....
8096	Feb. 8....	Pierre Blier.....	Land at Estcourt, P.Q.....
8130	" 19....	Temiskaming & Northern Ontario Ry. Commission.	Right and privilege to pay and maintain a 4-inch cast iron pipe across the right of way and under the tracks of the N.T.R. at Cochrane, Ont.
			PRINCE EDWARD
	1915.		
7750	April 26....	Dept. of Public Works.....	Land at Tignish, P.E.I.....

SESSIONAL PAPER No. 20

FISCAL YEAR ENDING MARCH 31, 1916—*Concluded.*

Area.	Term.	Commencement of term.	Annual Rental.	Due each Year.	First instalment due.
			$ cts.		
.....	During pleasure.....	Mar. 1, 1916	1 00	Mar. 1	Mar. 1, 1916
RAILWAY.					
.....	During pleasure.....	Nov. 1, 1915	1 00	Nov. 1.....	Nov. 1, 1915
.....	"	Dec. 1, 1915	470 00	Dec. 1.....	Dec. 1, 1915
.....	One year.....	" 1, 1915	6,780 00	.....	" 1, 1915
1,875 sq. ft.....	During pleasure.....	" 1, 1915	1 00	" 1.....	" 1, 1915
13·8 acres.....	"	Jan. 1, 1916	10 00	Jan. 1.....	Jan. 1, 1916
2·2 acres.....	"	Sept. 1, 1915	10 00	Sept. 1.....	Sept. 1, 1915
.....	"	" 18, 1915	1 00	" 18.....	" 18, 1915
ISLAND RAILWAY.					
.....	During pleasure.....	May 1, 1914	1 00	May 1.....	May 1, 1914

H. F. ALWARD,

General Solicitor Canadian Government Railways.

STATEMENTS OF THE COMPTROLLER AND TREASURER.

No. 1.—Intercolonial Railway—Capital Account, Year ended March 31, 1916.

1915	DR.	$ cts.	$ cts.	1915	CR.	$ cts.
Mar. 31	To Cost of Intercolonial Railway to date		108,123,294 84	Mar. 31.	By Dominion of Canada	108,123,294 84
	Improve triple valve air brakes	3,400 00				
	Additional facilities, Amherst	14,462 08				
	Anti-creepers and tie plates	20,927 28				
	Strengthen bridges	700,000 00				
	Diversion of line and branch to wharf, Chatham	523 94				
	Double tracking, Chaudiere Junction to St. Romuald	29,401 06				
	Diversion of line between Nelson and Derby Junction	4,061 00				
	Diversion of line between North Sydney and Leitches Creek	59,990 29				
	Increase accommodation at Fredericton					
	General protection of highways	259 39				
	Docks and wharves at Halifax	30,000 00				
	New terminal facilities, Halifax	3,162,304 82				
	Increase accommodation and provide machinery, Halifax	3,496 42				
	Willow Park sewer, Halifax	52 00				
	Subway and facilities, Hampton	505 00				
	Installation of block system in connection with operation	6,600 90				
	Installation of telephone system in connection with operation	9,283 02				
	Improvements at Levis	71,715 71				
	Locomotive and car shops with equipment, Moncton	81,467 97				
	Elimination of level crossings and grades, Moncton	83,657 02				
	Installation of roofing, Moncton	3,656 87				
	Provide new car ferry and dock for same, Mulgrave	343,850 16				
	Original construction	600 00				
	Permanent wiring of enginehouses	6,460 92				
	Permanent farm crossings and culverts	3,135 51				
	Increased facilities at Divisional points—power plants	19,965 61				
	Pugwash spur line—Pugwash Harbour	413 60				
	Raising grade, Memramcook to Sackville	3,500 00				
	Rolling stock	2,500,000 00				
	Safety appliances for equipment	24,000 00				
	Standard track signs	313 29				

Standard clocks for divisional points	2,151 00				
Increase accommodation at Mont Joli	15,998 57				
Spur line to Courtenay Bay, St. John	1,643 83				
Surveys and inspections	68,753 76				
Improvements at Sussex	928 68				
Sydney Mines diversion	4,745 56				
Tile drainage in wet cuts	2,710 06				
Increase accommodations and facilities along the line	102,000 00				
Increased facilities at Trenton	11,883 16				
Increase water supply	7,955 82				
Towards construction of railway, Dartmouth to Deans	330,360 13				
Bathurst spur line	62,400 00				
Branch line, Sunny Brae to Mulgrave	21,209 18				
New coaling plant, Levis	75,000 00				
(Exchequer Court Award) Cape Breton Railway	795 10				
	7,646,538 71				
Cr.			1916		
By increased accommodation at Fredericton	3,273 31	7,643,265 40	Mar. 31	By Dominion of Canada	7,643,265 40
		115,766,560 24			115,766,560 24

E. & O. E., Moncton, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 2.—Intercolonial Railway—Revenue Account, Year ended March 31, 1916.

Working Expenses.	$ cts.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures...	2,279,778 20		Freight earnings.....	9,200,339 21
Add: Part of earnings for year transferred to Rail Renewal Account and debited to this account.....$150,000			Passenger earnings....	4,010,879 58
			Mail and express earnings.....	781,452 30
			Miscellaneous earnings	76,120 32
Part of earnings for year transferred to fire renewal Account and debited to this account $60,000	210,000 00	2,489,778 20		
Maintenance of equipment.....	2,067,679 33			
Add: Part of earnings for year transferred to equipment Renewal Account and debited to this account.....	300,000 00	2,367,679 33		
Traffic expenses.....	.....	256,871 81		
Transportation—rail line.....	.....	6,930,096 31		
Transportation, water line.....	.....	50,619 83		
Miscellaneous operations.....	.....	152,058 44		
General expenses.....	.....	304,391 92		
*Balance.....	.....	1,517,295 57		
		14,068,791 41		14,068,791 41

*This balance of $1,517,295.57 represents the surplus earnings for the year ended March 31st, 1916, less $1,400 expended by the Department of Railways and Canals on account of gratuities. The net surplus of $1,515,895.57 has been taken for the purpose of Betterments, as detailed in Statement No. 10. This surplus does not include the amount of $510,000 which has been charged in the ordinary way to Working Expenses, and credited to Renewal Accounts.

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 3.—Intercolonial Railway—Maintenance of Ways and Structures, Year ended March 31, 1916.

	$ cts.
No. 201. Superintendence	111,023 93
" 202. Roadway maintenance	228,956 38
" 206. Tunnels and subways	49 21
" 208. Bridges, trestles and culverts	151,022 88
" 212. Ties	333,157 96
" 214. Rails	245,377 91
" 216. Other track material	155,713 17
" 218. Ballast	88,289 90
" 220. Track laying and surfacing	586,357 25
" 221. Right of way fences	52,119 55
" 223. Snow and sand fences and snowsheds	378 81
" 225. Crossings and signs	25,323 39
" 227. Station and office buildings	137,104 91
" 229. Roadway buildings	9,301 87
" 231. Water stations	12,876 31
" 233. Fuel stations	5,831 71
" 235. Shops and enginehouses	68,782 59
" 237. Grain elevators	869 74
" 239. Storage warehouses	703 84
" 241. Wharves and docks	41,172 31
" 243. Coal and ore wharves	9 80
" 245. Gas producing plants	463 47
" 247. Telegraph and telephone lines	4,758 82
" 249. Signals and interlockers	13,189 12
" 257. Power transmission system	912 17
" 265. Miscellaneous structures	2,655 86
" 267. Paving	424 53
" 269. Roadway machines	4,029 45
" 271. Small tools and supplies	14,190 79
" 272. Removing snow, ice and sand	139,528 75
" 274. Injuries to persons	1,816 87
" 276. Stationery and printing	9,260 19
" 277. Other expenses	1,057 54
" 278. Maintaining joint tracks, yards and other facilities. Dr.	55,182 91
	2,499,894 09
Cr.	
" 279. Maintaining joint tracks and other facilities. Cr.	10,115 89
	2,489,778 20

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 4.—Intercolonial Railway—Maintenance of Equipment, Year ended March 31, 1916.

	$ cts.
No. 301. Superintendence	78,484 49
" 302. Shop machinery	68,093 47
" 304. Power plant machinery	10,498 43
" 308. Steam locomotives, repairs	666,163 54
" 308a. Steam locomotives—renewals	133,333 34
" 314. Freight train cars—repairs	847,353 24
" 314a. Freight train cars—renewals	100,000 00
" 317. Passenger train cars—repairs	359,602 26
" 317a. Passenger train cars—renewals	66,666 66
" 320. Motor equipment of cars—repairs	357 30
" 323. Floating equipment—repairs	5,246 53
" 326. Work equipment—repairs	10,927 61
" 332. Injuries to persons	755 22
" 334. Stationery and printing	10,187 40
" 335. Other expenses	15 17
" 336. Maintaining joint equipment at terminals. Dr.	9,994 67
	2,367,679 33

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 5.—Intercolonial Railway—Traffic Expenses, Year ended March 31, 1916.

	$ cts.
No. 351. Superintendence	58,776 08
" 352. Outside agencies	119,400 97
" 353. Advertising	43,273 42
" 354. Traffic associations	4,046 78
" 357. Insurance	2 24
" 358. Stationery and printing	30,869 84
" 359. Other expenses	502 48
	256,871 81

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 6.—Intercolonial Railway—Transportation, Rail Line, Year ended March 31, 1916.

		$ cts.
No. 371.	Superintendence	74,835 12
" 372.	Despatching trains	136,355 38
" 373.	Station employees	936,843 42
" 374.	Weighing inspections and demurrage bureaus	1,677 20
" 376.	Station supplies and expenses	117,891 70
" 377.	Yardmasters and yard clerks	51,202 00
" 378.	Yard conductors and brakemen	249,347 88
" 379.	Yard switch and signal tenders	15,792 12
" 380.	Yard enginemen	149,717 09
" 382.	Fuel for yard locomotives	235,739 71
" 385.	Water for yard locomotives	8,541 31
" 386.	Lubricants for yard locomotives	3,275 33
" 387.	Other supplies for yard locomotives	2,773 52
" 388.	Enginehouse expenses—yard	47,633 10
" 389.	Yard supplies and expenses	21,079 85
" 390.	Operating joint yards and terminals. Dr.	185,805 80
" 392.	Train enginemen	738,338 81
" 394.	Fuel for train locomotives	1,990,319 22
" 397.	Water for train locomotives	65,956 22
" 398.	Lubricants for train locomotives	31,851 28
" 399.	Other supplies for train locomotives	21,268 68
" 400.	Enginehouse expenses—train	304,928 71
" 401.	Trainmen	944,362 21
" 402.	Train supplies and expenses	234,038 49
" 403.	Operating sleeping cars	60,283 22
" 404.	Signal and interlocker operation	7,560 24
" 405.	Crossing protection	18,452 32
" 406.	Drawbridge operation	3,096 49
" 407.	Telegraph and telephone operation	12,242 47
" 408.	Operating floating equipment	66,336 97
" 410.	Stationery and printing	75,639 15
" 411.	Other expenses	10,557 77
" 412.	Operating joint tracks and facilities. Dr.	17,870 89
" 414.	Insurance	6 79
" 415.	Clearing wrecks	21,559 07
" 416.	Damage to property	12,790 60
" 417.	Damage to live stock on right of way	7,070 00
" 418.	Loss and damage—freight	111,731 24
" 419.	Loss and damage—baggage	495 83
" 420.	Injuries to persons	13,875 18
		7,009,142 38
	Cr.	
" 391.	Operating joint yards and terminals. Cr.	79,046 07
		6,930,096 31

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 7.—Intercolonial Railway—Transportation, Water Line, Year ended March 31, 1916.

——	$ cts.
No. 431. Operation of vessels	50,619 83

S. L. SHANNON,
Comptroller and Treasurer.

No. 8.—Intercolonial Railway—Miscellaneous Operations, Year ended March 31, 1916.

——	$ cts.
No. 441. Dining and buffet service	136,670 50
" 442. Hotels and restaurants	9,349 60
" 443. Grain elevators	6,038 34
	152,058 44

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 9.—Intercolonial Railway—General Expenses, Year ended March 31, 1916.

	$ cts.
No. 451. Salaries and expenses of general officers	29,126 28
" 452. Salaries and expenses of clerks and attendants	116,459 04
" 453. General office supplies and expenses	5,444 50
" 454. Law expenses	17,088 31
" 455. Insurance	10 83
" 456. Relief department expenses	9,394 91
" 457. Pensions	93,641 56
" 458. Stationery and printing	23,178 07
" 460. Other expenses	10,048 42
	304,391 92

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 10.—Intercolonial Railway.—Improvements and Betterments.—Year ended March 31, 1916.

	$ cts.
Maintenance of way and structures—	
No. 214. Rails	152,000 00
" 216. Other track material	15,200 00
" 220. Track laying and surfacing	22,800 00
" 227. Stations and office buildings	100,000 00
Maintenance of equipment—	
" 308a. Steam locomotives—renewals	544,842 47
" 314a. Freight train cars—renewals	408,631 86
" 317a. Passenger train cars—renewals	272,421 24
	1,515,895 57

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

No. 11.—Intercolonial Railway—General Balance, Year ended March 31, 1916.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To Cash	0 02		By Dominion of Canada	975,039 68	
General stores	1,755,994 47		Intercolonial and Prince Edward Island Railways Employees Provident Fund	348,502 74	
Station agents	373,759 13		Fire Renewal Account	247,943 21	
Receiver general—Provident Fund account	1,626,319 24		Equipment Renewal Account	3,064,700 62	
Receiver general—unclaimed wages account	3,273 81		Rail Renewal Account	400,000 00	
Auditors suspense account	155,766 84		Unclaimed Wages Account	3,265 41	
Cash in transit account	13,117 13				5,039,451 66
Commissary stock account	22,881 47		By Individuals and Companies Ledger—		
Commissary stock—Moncton restaurant	274 09		Amherst Malleable Iron Co	40 42	
Commissary stock—Newcastle restaurant	284 54		John Abrams Sons	11 00	
Unclaimed freight	2,671 44		P. G. Archibald	15 00	
Loss and damage freight—suspense	11,159 60		Beersville Railway and Coal Company	216 20	
Rail Loan Account	77,353 66		L. S. Brown	0 50	
Freight in Transit Account	29,411 59		Brown Corporation	2,732 46	
Expenditure for road and equipment—suspense—			Brandram-Henderson, Ltd	203 29	
Pier No. 2, Halifax	6,346 88		J. L. Black and Sons	15 00	
		4,078,613 91	British-Canadian Co-operative Society	237 75	
To Individuals and Companies Ledger—			Cumberland Railway and Coal Co	149 00	
Alabama and Vicksburg Railway	2 66		Chatham Railway	0 07	
Atlantic Coast Line	72 95		Canadian Oil Companies	72 35	
Armour Car Lines	6 38		Caviechi & Pagano	2 83	
H. & A. Allan	0 40		Coldbrook Realty and Development Company	827 12	
Aulac Station	16 76		Coldbrook Excelsior Works	238 76	
Atlanta, Birmingham and Atlantic Railway	1 60		John H. Crandall	15 00	
American Refrigerator Transit Company	64 72		Dubs and Company	98 63	
Atchison, Topeka & Santa Fe Railway	211 22		Dominion Express Company	2 01	
Ann Arbor R.R.	40 89		Dominion Molasses Company	15 00	
Alabama Great Southern Ry	2 52		W. H. Duffy	288 85	
Steamship *Amelia*	0 70		Davie Shipbuilding and Repairing Company, Ltd	3 01	
Atlanta & West Point Ry	1 66		W. R. Devenish	8 60	
Alabama, Tennessee & Northern Ry	1 21		Elmsdale Company	1,190 18	
Auld Brothers	76 76		Electric Boat Co	15 00	
Sir W. G. Armstrong, Whitworth & Co	2,416 89		J. Fenderson & Co	44 38	
American Maize Products Co	0 67		T. E. Fernald & Co	223 50	
Boston & Maine R.R.	1,139 51		Finch, Pruyn & Co	6,077 10	
Baltimore & Ohio Ry	542 79		Foley Bros., Welch, Stewart & Fauquier	49 85	
Boston & Albany Ry	68 80		G. B. Fenwick	15 00	
Boisdale Station	45 65		H. A. Frank	188 12	
Bangor & Aroostook Ry	19 94		Fraserville Coal Co	15 00	
Buffalo, Rochester & Pittsburg Ry	53 09		J. M. Fulton	15 00	
Bessemer & Lake Erie Ry	26 17		Grand Lake Lumber Co	383 00	
Ovide Brouillard	92 09		Galena Signal Oil Co	74 77	
Bathurst Lumber Co	6 68		H. J. Gurson & Co	256 71	
Belt Ry. Co. of Chicago	2 91				
John Breakey Lumber Co	406 99				

Battye Brick & Stone Co.	29 50	
Dan. Brown Steamship Co	125 70	
Samuel Baker	19 83	
D. J. Buckley	8 08	
Barrett Manufacturing Co	22 68	
A. P. Boisseau	30 59	
Caraquet Ry	13,436 20	
Canadian Express Co	2,701 26	
Cape Breton Ry	76 50	
Canadian Pacific Railway—General	62,689 21	
Charlottetown Steam Navigation Co	1 04	
Canadian Pacific Railway—New Brunswick Division	62,145 51	
Central Vermont Ry	252 91	
Coal & Coke Ry	3 96	
Canada Iron Corporation	1,473 78	
Canadian Northern Ry	3,989 25	
Cincinnati, Hamilton & Dayton Ry	65 13	
Cleveland, Cincinnati, Chicago & St. Louis Ry	539 83	
Canada Atlantic & Plant SS. Line	42 04	
Chicago, Milwaukee & St. Paul Ry	129 34	
Cincinnati Northern Ry	1 55	
Chicago, St. Paul, Minneapolis & Omaha Ry	41 23	
Chicago & North Western Ry	387 51	
G. S. Campbell & Co	21 25	
Chicago & Alton Ry	161 01	
Cincinnati, New Orleans & Texas Pacific Ry	64 02	
Chicago, Rock Island & Gulf Ry	15 19	
Chicago, Burlington & Quincy Ry	43 75	
Central R.R. of New Jersey	28 24	
Chesapeake & Ohio Ry	63 78	
Cudahy Refrigerator Line	3 81	
Colorado & Southern Ry	1 13	
Chicago & Eastern Illinois Ry	15 88	
Canadian Locomotive Co	17 37	
Chicago, New York & Boston Refrigerator Co.	1 53	
Chicago, Indianapolis & Louisville Ry	29 71	
Chicago, Cincinnati & Louisville Ry	1 26	
Central New England Ry	4 79	
Colchester Coal & Ry. Co.	369 35	
Chicago, Rock Island & Pacific Ry	104 65	
Chicago Great Western Ry	96 73	
Chicago, Peoria & St. Louis Ry	14 61	
Copper Crown Ry	45 13	
Central of Georgia Ry	2 93	
Frank A. Cutting Co	2 92	
Canadian Westinghouse Co	9 28	
Customs Department	15 00	
Carried forward	154,668 56	4,078,613 91

Luther Goodspeed & Son	207 44	
Abner Gordon	161 79	
Gammon & Weir	370 68	
Philippe Gendron	15 00	
Hillis & Sons	593 79	
Charles & Davidson Hill	359 81	
T. A. Hurley	168 09	
Howard W. Holmes	264 06	
Jos. Joseph & Bros Co	254 51	
LeB. D. Lockhart	97 39	
W. S. Loggie & Co	98 82	
La Cie Industrielle de Rimouski	222 92	
Peter Lyall & Son Construction Co	432 93	
Wm. H. Miller	72 35	
Miramichi Lumber Co	136 67	
R. W. Mayer	235 76	
F. M. Murray	158 27	
McLean, Holt & Co	10 23	
D. H. McKay	94 55	
W. A. McKay & Co	138 00	
C. L. Osborne	227 95	
Jos. Ouellet	15 00	
David Porter	137 18	
Jas. Pender & Co	15 00	
Primecrest Farms Co	15 00	
Quebec Construction Co	51 44	
F. J. Rafferty	15 00	
Savoie & Co	387 62	
Thos. Samson	15 00	
Chas. P. Stephen	78 50	
Susman & Cohen	2 00	
A. A. Sutherland	15 00	
Rev. W. E. Sormany	15 00	
Hartley G. Steeves	15 00	
Town of New Glasgow	80 00	
Townsend & Squires	15 00	
W. L. Tuttle	15 00	
G. A. Warman	155 00	
		19,103 21
By Individuals and Companies Suspense Ledger—		
Dominion Atlantic Railway	5 32	
New Brunswick & Prince Edward Island Ry	235 08	
Prince Edward Island Ry	90 13	
St. John & Quebec Ry	194 45	
		544 98
By Traffic Ledger—		
Boston & Maine R.R	3,196 38	
Boston & Albany Ry	20 20	
Carried forward	3,216 58	5,059,099 85

No. 11.—INTERCOLONIAL RAILWAY—General Balance, Year ended March 31, 1916—*Continued.*

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
Brought forward	154,668 56	4,078,613 91	Brought forward	3,216 58	5,059,099 85
To Canada & Gulf Terminal Ry	6,823 12		By Canadian Pacific Ry	8,773 29	
Chicago Junction Ry	25 76		Chicago, Rock Island & Pacific Ry	93 37	
Canadian Car & Foundry Co	1,045 63		Chicago Burlington & Quincy Ry	0 74	
Canada Cement Co	418 51		Chicago, Milwaukee & St. Paul Ry	31 63	
Carolina, Clinchfield & Ohio Ry	4 24		Canadian Northern Ry. System	274 66	
Carritte, Patterson Co	165 36		DeWolf & Son	98 05	
Chicago River & Indiana Ry	8 78		Eastern S.S. Co	124 00	
Canfield Tank Line	27 16		Grand Trunk Pacific Ry	91 77	
California Despatch Line	0 33		Grand Trunk Ry. (European Office)	627 39	
Cook Construction Co. and Wheaton Bros	3,781 62		Inverness Railway & Coal Co	365 57	
Canada Steamship Lines	7 56		Interprovincial Navigation Co	13 80	
Continental Lumber Co	41 77		Kent Northern Ry	79 18	
Chambers Electric Light & Power Co	146 64		Lehigh Valley Ry	59 97	
Cushing Co. (Ltd.)	41 60		Michigan Central Ry	47 28	
W. H. Copp	1 94		Maine Central Ry	5,534 10	
La Corporation de Levis	11 70		Minneapolis, St. Paul and S. S. Marie Ry	41 77	
Department of Agriculture	290 38		New York Central Ry	61 20	
Department of Public Works	102 64		New York, New Haven & Hartford Ry	756 83	
Department of Marine and Fisheries	11,619 98		Pennsylvania R.R	80 81	
Department of Militia and Defence	14,729 48		Quebec Central Ry	99 30	
Dominion Atlantic Railway	4,280 83		Reid Newfoundland Ry	1,275 90	
Dominion Coal Co	8 51		Salisbury & Albert Ry	31 82	
Dominion Iron and Steel Co	7,671 39		Temiskaming & Northern Ontario Ry	429 74	
Delaware & Hudson Railway	191 09		Union Pacific Ry	275 86	
Delaware, Lackawanna & Western Railway	184 24		Wabash Ry	20 42	
Duluth, South Shore and Atlantic Railway	2 50				22,505 03
Department of Interior	81 77				
Department of Railways and Canals	5,205 47		By Car Service Ledger—		
Detroit & Mackinac Railway	3 07		Hoosac Tunnel & Wilmington Ry	2 25	
Detroit, Toledo & Ironton Railway	24 02		Illinois Southern Ry	1 80	
Denver & Rio Grande Railway	3 75		New York Central Ry	1 90	
Alfred Dickie Lumber Co	86 45		South Buffalo Ry	15 30	
Geo. Dumont	8 07				21 25
Detroit & Toledo Shore Line	0 51				
T. A. S. DeWolf & Son	45 04		By Rents Ledger—		
M. P. & J. T. Davis	246 97		Edmund White	2 50	
Douglas & Co	10 30		W. O. McAllister	5 67	
Department of Naval Service	2 80		Joseph Otis	1 00	
Duluth, Winnipeg & Pacific Railway	23 53		T. B. Cochrane	1 50	
Dairy Shippers' Despatch	2 26		Black & McDougall	10 00	
F. E. Doughney	10 00		O. M. Melanson & Co	10 00	
Rufus E. Diekie	28 18		Dos. LeBlanc	0 20	
Denver & Salt Lake Railway	0 42		Geo. Lovett	0 75	

Elgin & Havelock Railway	72 58	
Erie Railroad	504 72	
Eastern S.S. Co.	7 05	
Elgin, Joliet & Eastern Railway	1 71	
Engineers & Contractors (Ltd.)	58 58	
El Paso & Southwestern Ry.	0 42	
Eastern Car Co.	3,279 51	
Eastern Hay and Feed Co.	155 50	
Eastern Steel Co.	95 73	
Capt. J. A. Farquhar	9 60	
Furness, Withy & Co.	14 75	
Fruit Growers' Despatch	4 02	
Fort Worth & Denver City Ry.	15 39	
C. Fred Fawcett	605 56	
Fort Dodge, Des Moines & Southern Ry.	3 06	
Fredericton & Grand Lake Coal & Ry. Co.	688 50	
W. Fraser	2 87	
Grand Trunk Ry.	45,745 46	
General Storekeeper	353 56	
Green Bay & Western Ry.	0 81	
Galveston, Harrisburg & San Antonio Ry.	37 07	
Gulf, Colorado & Santa Fé Ry.	1 19	
Great Northern Ry. Line	171 23	
Georgia Southern & Florida Ry.	27 70	
German American Tank Line	9 99	
Grand Trunk Ry. Suspense	98 75	
Grand Rapids & Indiana Ry.	24 30	
Georgia R. R.	27 57	
Georgia & Florida Ry.	26 13	
Norton Griffiths Dredging Co.	957 50	
General Car & Machinery Works	69 00	
Gunn, Langlois & Co.	193 75	
Gateway Car Co.	1 00	
Germania Refining Co.	0 06	
N. H. Gilbert & Co.	16 20	
Gainsville & North Western Ry.	0 46	
Halifax & Southwestern Ry.	123,580 64	
Hampton & St. Martins Ry.	290 89	
Hocking Valley Ry.	33 51	
W. C. Hunter	249 18	
Houston & Texas Central Ry.	40 05	
J. H. Harris	7 50	
Hamilton Bridge Works Co.	37 50	
E. W. Heurtley	9 26	
Humphreys Unshrinkable Underwear Co.	18 77	
G. W. Harvey	11 83	
Illinois Central Ry.	540 62	
Imperial Oil Co.	109 00	
Carried forward	390,293 96	4,078,613 91

Ovide Brouillard	1 00	
Town of Truro	1 00	
Town of New Glasgow	1 00	
Town of Fraserville	1 00	35 62
Carried forward		5,081,661 75

No. 11.—Intercolonial Railway—General Balance, Year ended March 31, 1916—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	390,293 96	4,078,613 91	Brought forward		5,081,661 75
To International and Great Northern Ry	16 98				
International Harvester Co	5 84				
International Railway of New Brunswick	79 20				
Illinois Southern Ry	1 53				
Jonesboro, Lake City & Eastern Ry	14 18				
G. W. Jewett & Co	529 24				
Kent Northern Ry	7,636 77				
Kanawha & Michigan Ry	26 14				
Kansas City Southern Ry	20 30				
Keith Tank Line	23 95				
Kirk & Cook	14 32				
Lotbinière & Megantic Ry	24 66				
Londonderry Iron and Mining Co	21,314 12				
Lehigh Valley Ry	455 82				
Louisville & Nashville Ry	140 39				
Lake Shore & Michigan Southern Ry	0 51				
Lake Erie & Western Ry	27 97				
R. S. Low	96 10				
Lehigh & New England Ry	2 96				
Lotbinière Lumber Co	3 25				
Louisiana & Arkansas Ry	7 06				
A. & R. Loggie	12 92				
Litchfield & Madison Ry	1 05				
Louisville, Henderson & St. Louis Ry	0 42				
Aquilas Lajoie, *et al*	27 30				
Lake Erie, Franklin & Clarion Ry	0 03				
Louisville & Wadley Ry	0 24				
Lynn, Brennan & Co	212 65				
Joseph LaForce	148 75				
Moncton & Buctouche Ry	19,228 76				
Michigan Central Ry	411 28				
Maine Central Ry	18 19				
John Murphy	0 25				
Montmagny Light & Pulp Co	756 09				
Thomas Malcolm	4,749 75				
Missouri Pacific Ry	316 43				
Minneapolis, St. Paul & S. S. Marie Ry	87 35				
Missouri, Kansas & Texas Ry	72 93				
Maritime Coal, Ry. & Power Co	51 64				
Maryland & Pennsylvania Ry	1 98				
Metropolitan SS. Co	31 88				

Miramichi Quarry Co.	382 38	
Morgan's Louisiana & Texas Ry.	10 41	
Mather Stock Car Co.	0 35	
Minneapolis & St. Louis Ry.	98 58	
Missouri River Despatch Transportation Co.	39 96	
Morris & Co. Refrigerator Line	0 32	
Mobile & Ohio Ry.	64 29	
Midland Valley Ry.	0 42	
Millerton Station	333 73	
Morrell Refrigerator Line	0 39	
J. T. Munro	23 82	
Montour R.R.	13 99	
Missouri, Oklahama & Gulf Ry.	1 66	
Missouri & North Arkansas Ry.	0 82	
Moncton Construction Co.	190 00	
Roger Miller & Sons	12,687 69	
Miramichi Foundry & Machine Co.	14 79	
K. A. Morrison	260 01	
Maritime Lumber Co.	3 00	
Montreal Tramways Co.	31 50	
Millerton Extract Co.	24 02	
J. H. Marks	25 03	
Estate H. F. McDougall	361 37	
E. H. McElmon	6 01	
Reid McManus	1,648 79	
T. McAvity & Son	424 92	
Nelson McDougall	75 00	
Alex. H. McSween	188 16	
Geo. McKean	190 25	
M. J. McLeod	17 50	
McCloud River R.R.	1 56	
New York Central Ry.	1,192 97	
Newfoundland Ry.	36 85	
New York, New Haven & Hartford Ry.	604 08	
Northern Navigation Co.	31 05	
New York, Chicago & St. Louis Ry.	163 68	
Nova Scotia Steel & Coal Co.	193 36	
New Brunswick & Prince Edward Island Railway Co.	14,209 80	
Northern Pacific Ry.	137 83	
National Despatch—Great Eastern Line	14 12	
Norfolk & Western Ry.	35 64	
New York, Philadelphia & Norfolk Ry.	0 98	
New Orleans & North Eastern Ry.	1 65	
New York, Ontario & Western Ry.	0 74	
New Glasgow Freight Station	2 02	
National Labour Congress	446 40	
North Shore Ry.	108 90	
Carried forward	481,165 93	4,078,613 91

Carried forward		5,081,661 75

No. 11.—Intercolonial Railway—General Balance, Year ended March 31, 1916—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	481,165 93	4,078,613 91	Brought forward		5,081,661 75
To Norfolk Southern Ry	5 51				
New Orleans Great Northern Ry	0 91				
New York, Susquehanna & Western Ry	4 08				
New Brunswick Coal Storage Co	119 75				
Nashville, Chattanooga & St. Louis Ry	69 84				
New Orleans, Mobile & Chicago Ry	4 36				
Nova Scotia Car Works	72 70				
National Railways of Mexico	986 18				
Nova Scotia Clay Works	349 54				
New Brunswick & Prince Edward Island Railway (operation)	369 13				
New England Coal & Coke Co	0 84				
Captain A. H. Olsen	35 00				
Post Office Department	79,776 92				
Prince Edward Island Ry	2 87				
Pullman Co	103 71				
Pennsylvania R.R.	1,188 23				
Price Brothers	1,336 02				
Pittsburgh, Cincinnati, Chicago & St. Louis Ry	140 36				
Pennsylvania Co	269 47				
Pere Marquette Ry	300 42				
Pittsburg & Lake Erie Ry	104 14				
Philadelphia & Reading Ry	229 33				
Pickford & Black	162 99				
Peoria & Eastern Ry	0 36				
Pittsburg, Shamutt & Northern Ry	1 55				
Pacific Fruit Express	73 58				
Peerless Transit Line	98 99				
W. J. Poupore Co	79 75				
E. Powers	3 15				
Polar Refrigerator Line	10 15				
Postage stamp account	1,390 65				
Peach River Lines	0 19				
Pittsburg & Susquehanna Ry	0 25				
Piedmont & Northern Ry	0 22				
C. L. Peterson & Co	15 00				
Quebec Central Ry	2,931 23				
Quebec, Montreal & Southern Ry	266 58				
Quebec & Lake St. John Ry	88 08				
Quebec Contracting Co	701 40				
Quebec Oriental Ry	9 10				
Rutland Ry	22 67				
Ryan & MacDonnell	2,736 29				

Rockingham Station	56 50					
Record Foundry & Machine Co	7 78					
Railway Automatic Car Co	61 40					
Richmond, Fredericksburg & Potomac Ry	20 51					
Roberval—Saguenay Ry	0 36					
Swift Refrigerator Line	46 66					
Sackville Station	65 97					
Salisbury & Albert Ry	70,450 84					
Southern Pacific Ry	136 04					
Southern Ry	39 25					
St. Wenceslas Station	7 77					
Seaboard Air Line	1 05					
St. Louis & San Francisco Ry	127 03					
E. R. Stiles	7 50					
San Pedro, Los Angeles & Salt Lake Ry	1 01					
St. Louis Southwestern Ry	72 75					
St. Joseph & Grand Island Ry	0 57					
St. Monique Station	10 00					
Sumner Co	40 00					
Santa Fé Refrigerator Despatch	65 21					
Sussex Station	25 00					
Enoch Steeves	24 26					
San Antonio & Arkansas Pass Ry	1 40					
Steel Co. of Canada	1,157 63					
Swift Canadian Co	150 00					
St. John & Quebec Ry. Co	30,240 63					
C. E. Smith	327 31					
Soper & McDougall	1,220 19					
St. Louis, Brownsville & Mexico Ry	0 70					
R. B. Stewart	0 25					
St. John & Quebec Ry. (operation)	47 35					
Swedish Canadian Lumber Co	1 20					
R. C. Sutherland	285 08					
Gordon G. Scott	10 67					
Isidore St. Laurent	36 55					
Sharpe Construction Co	93 51					
Temiscouata Ry	275 37					
Texas & Pacic Ry	85 00					
Toronto, Hamilton & Buffalo Ry	2 87					
Transcontinental Ry	125,965 03					
Wm. Thomson & Co	6 04					
Toledo, St. Louis & Western Ry	24 02					
Toledo & Ohio Central Ry	8 16					
Toledo, Peoria & Western Ry	5 01					
D. Tremblay	123 29					
F. M. Tweedie	49 90					
Toronto Construction Co	429 75					
Temiskaming & Northern Ontario Ry	18 55					
Carried forward	807,060 34	4,078,613 91	Carried forward			5,081,661 75

No. 11.—Intercolonial Railway—General Balance, Year ended March 31, 1916—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	807,060, 34	4,078,613 91	Brought forward		5,081,661 75
To Trinity & Brazos Valley Ry	49 52				
Terminal R.R. Association of St. Louis	0 79				
Times Publishing Co	2 09				
Dr. Geo. Tingley	79 52				
Town of North Sydney	5 10				
Truro Steel Co	32 90				
Vandalia R.R	18 56				
T. S. Vipond & Co	180 00				
Vicksburg, Shreveport & Pacific Ry	34 92				
Union Pacific Ry	92 38				
Union Line	0 54				
Union Tank Line	1 15				
Francois Vaillancourt	85 26				
Van Dyke Lumber Co	9 50				
Valley R. R	0 48				
Wabash Ry	238 36				
Western Union Telegraph Co	322 73				
A. N. Whitman & Son	75 00				
Wabash Pittsburg Terminal Ry	9 14				
Western Maryland Ry	3 00				
Wheeling & Lake Erie Ry	16 72				
Robert Wilson	8 10				
Western Ry. of Alabama	3 13				
White City Refrigerator Despatch	4 04				
Frank W. Wilson	2 72				
Wichita Falls & North Western Ry	18 44				
York & Carleton Ry	148 30				
		808,502 73			
To Individuals and Companies Ledger—					
Cash Sales	2,253 46				
Cook Construction Co. and Wheaton Bros	3 65				
Canadian Pacific Ry	174 13				
Dept. Militia & Defence	2,381 75				
Dominion Coal Co	1 84				
Eastern Car Co	3,476 28				
Halifax & Southwestern Ry	79 63				
International Railway	375 66				
Transcontinental Ry	13,568 04				
Intercolonial & Prince Edward Island Railways Employees Provident Fund	26 35	22,340 79			

To Traffic Ledger—					
H. & A. Allan	914 09				
Consul General for France	136 70				
Dept. Marine & Fisheries	5 34				
Dept. Militia & Defence	89,525 86				
Dept. of Agriculture, New Brunswick	75 75				
Dept. of Naval Service	2,697 66				
Dept. of Agriculture, Ottawa	105 00				
Grand Trunk Ry	1,460 28				
International Ry. of New Brunswick (Old Act)	131 24				
A. G. Jones Co	9 50				
Northern New Brunswick & Seaboard Ry	568 00				
Ocean Charges, St. John	1,581 43				
Ocean Charges, Halifax	868 70				
Ocean Charges, Montreal	68 47				
Pickford & Black	35,412 88				
Russian-American Line	4 95				
Reid Newfoundland Co.—Suspense	23,479 90				
St. Lawrence & Adirondack Ry	0 14				
Steamship *Prince Edward Island*	444 54	157,490 43			
To Car Service Ledger—					
Atlantic Coast Line R.R	85 05				
Albany & Hudson Ry	4 25				
Arkansas, Louisiana & Gulf Ry	5 85				
Arkansas Southeastern Ry	9 45				
Chicago, Cincinnati & Louisville Ry	137 25				
Cincinnati, Bluffton & Chicago Ry	11 25				
Caraquet & Gulf Shore Ry	71 20				
Canada & Gulf Terminal Ry	1,032 75				
Chicago, Anamosa & Northern Ry	8 10				
Cape Girardeau Northern Ry	4 50				
Canadian Northern Ry	61 40				
Greenville & Knoxville Ry	3 60				
Georgia & Florida Ry	31 10				
Huntingdon & Brand Top Mountain Ry	10 35				
Intercolonial Coal Co	1 00				
Jamestown, Chautauqua & Lake Erie Ry	45 50				
Jamestown, Westfield & North Western Ry	4 95				
Kansas City & Memphis Ry	3 60				
Kanona & Prattsburgh Ry	0 90				
Kent Northern Ry	847 74				
Liberty-White R.R	5 85				
Leavenworth & Topeka Ry	0 90				
Muscatine North & South Ry	4 50				
Missouri, Oklahama & Gulf Ry	42 30				
Newburg & South Shore Ry	5 85				
Natchez, Columbia & Mobile Ry	1 35				
Carried forward	2,440 54	5,066,947 86	Carried forward		5,081,661 75

No. 11.—Intercolonial Railway—General Balance, Year ended March 31, 1916—*Continued.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	2,440 54	5,066,947 86	Brought forward		5,081,661 75
Northern New Brunswick & Seaboard Ry	380 70				
New Jersey & Pennsylvania Ry	13 95				
New Brunswick & Prince Edward Island Ry	157 40				
Pittsburg & Susquehanna Ry	4 05				
Quebec & Levis Ferry Co	11 90				
Register & Glenville Ry	1 75				
Randolph & Cumberland Ry	10 50				
South Dakota Central Ry	52 30				
Savannah & Statesboro Ry	4 25				
Sydney & Louisburg Ry	141 35				
St. John & Quebec Ry	92 50				
San Antonio, Fredericksburg & Northern Ry	1 80				
Trinity & Brazos Valley Ry	5 85				
Tampa & Jacksonville Ry	1 35				
Valdosta, Moultree & Western Ry	1 35				
Wabash, Chester & Western Ry	20 70				
		3,342 24			
To Rents Ledger—					
Newfoundland Ry	1,516 66				
Post Office Department	6 25				
J. M. O'Brien	1,399 68				
Canadian Pacific Ry	645 80				
Mrs. Ryan	70 00				
Andre Gosselin	6 00				
James Elliott	104 00				
William Barrie	53 67				
Department of Militia and Defence	475 00				
Steamer "Granville"	25 00				
Geo. Thomas	24 00				
Henry Fraser	10 00				
La Municipalité du Village de St. Benoit (Joseph Labrie, Amqui)	1 00				
Rev. Wilfred Sormany	10 00				
Pierre Thibault	10 00				
Matapedia Water Supply Co	60 00				
A. S. Black	10 00				
Town of Bathurst	3 00				
City of Moncton	5 00				
Samuel Laughlin	5 00				
Ellen Powers	6 50				
Adamsville Telephone Co	3 00				
Antigonish & Sherbrooke Telephone Co	3 50				
City of Sydney	1 00				

Barneys River Weighing Co.	1 00	
James Casey	5 00	
Townsend & Squires	10 00	
Charles Goguen	10 00	
A. P. Monette	8 00	
Joseph Cote	26 00	
David Rouleau	12 00	
Emile St. Laurent	245 00	
Malcolm Samson	2 00	
C. Veilleu	44 00	
N. Lamontagne	7 50	
Dame C. W. Carrier	276 00	
Oliver Gingras	69 00	
Misses Camire	12 00	
Maurice Camire	11 00	
Mrs. J. Atkinson	115 00	
Mrs. L. Roberge	128 00	
James Cloutier	46 00	
Geo. Cloutier	46 00	
Frank Cloutier	4 50	
Jean Lamothe	63 00	
A. Begin	234 00	
Atlantic Lumber Co.	2 00	
Sackville Cement Co	5 00	
Hiram D. McLean	20 00	
Miramichi Lumber Co.	10 00	
James Comeau	20 80	
Geo. A. Mason	5 00	
Arthur S. Comeau	5 00	
Jos. Beaulieu	1 00	
Estate of J. R. R. Weir	13 00	
Estate Mrs. Agnes Weir	4 00	
Thos. Sharp	5 00	
William Young	8 00	
City of Moncton	1 00	
Charles Richards	1 00	
Estate of Patrick McCourt	1 00	
James E. Kelly	4 00	
Dr. E. O. Steeves	1 00	
John Roach	2 00	
M. McLean	15 00	
Arthur W. Moffat	2 00	
Estate of F. H. McDougall	7 00	
Intercolonial Coal & Mining Co.	1 00	
G. W. White	3 75	
James H. Adams	1 00	
B. N. T. Underhill	6 00	
H. McC. Hart	55 00	
Carried forward	6,028 61	5,070,290 10

Carried forward		5,081,661 75

No. 11.—Intercolonial Railway—General Balance, Year ended March 31, 1916—*Concluded.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	6,028 61	5,070,290 10	Brought forward		5,081,661 75
To Swedish-Canadian Lumber Co.	5 00				
Simeon Fortin	4 00				
		6,037 61			
To Advances—					
H. M. Stevens	5 06				
A. R. Smith	20 00				
A. M. McLellan	16 65				
T. W. Butler	276 96				
J. K. McGrath	31 85				
C. Coulombe	57 52				
W. J. Hughes	25 00				
W. C. Chalmers	6 00				
Phillipe Roy	20 00				
H. W. Sangster	200 00				
Halifax Tramway Co.	4,675 00				
		5,334 04			
		5,081,661 75			5,081,661 75

E. & O. E., Moncton, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

No. 12.—Intercolonial Railway—General Stores Account, Year ended March 31, 1916.

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
To Balance March 31, 1915		2,379,244 22	By issues during year ended March 31, 1916	5,319,243 14	
Purchases during year ended March 31, 1916	4,244,438 74		Sales of material, fuel, etc	384,265 43	
Charges from other departments	1,047,746 03		Sales, old material	330,593 29	6,034,101 86
Labour	77,930 29		Balance—		
Staff pay rolls	40,737 05		Ordinary stores, including fuel	1,219,730 67	
		5,410,852 11	Roadway and bridge material	536,263 80	
					1,755,994 47
		7,790,096 33			7,790,096 33

S. L. SHANNON,
Comptroller and Treasurer.

C. F. BURNS,
Auditor of Disbursements.

INTERCOLONIAL RAILWAY—Statement of Receipts and Expenses, Year ended March 31, 1916.

Expenses.	$ cts.	Receipts.	$ cts.
Maintenance of way and structures....	2,489,778 20	Received from parliamentary appropriations on account of Intercolonial Railway working expenses and improvements and betterments through the Department of Railways and Canals.....	14,067,391 41
Maintenance of equipment.....	2,367,679 33	Cash received for sale of old rolling stock.....	1,423,600 00
Traffic expenses.....	256,871 81	Amount transferred to Equipment Renewal Account, unexpended balance of capital rolling stock 1915-16 vote.....	142,775 05
Transportation expenses—rail line.....	6,930,096 31	Amount transferred from commissary stock store.....	930 00
Transportation expenses—water line...	50,619 83	Difference between the earnings of the year 1915–16 and the total amount of expenditure for the year, less the amount paid by the Department at Ottawa for compassionate allowances credited to equipment renewal...$1,525,895 57	
Miscellaneous operations.....	152,058 44	Rail renewal..... 340,000 00	
General expenses.....	304,391 92	Fire renewal..... 160,000 00	
Amount expended for renewal of rolling stock.....	28,500 00		2,025,895 57
		Balance at credit of Fire Renewal Account at April 1, 1915.....	152,538 66
Amount expended for renewal of buildings.....	4,595 45		
Improvements and betterments.....	1,515,895 57		
	14,100,486 86		
Balance—			
Equipment Renewal Account.....	3,064,700 62		
Rail Renewal Account.....	340,000 00		
Fire Renewal Account.....	307,943 21		
	17,813,130 69		17,813,130 69

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

Intercolonial Railway—Equipment Renewal Account.

During the year ended March 31, 1916, there was credited to the Equipment Renewal Account on account of charges to working expenses		$ 300,000 00
During the year ended March 31, 1916, there was credited to Equipment Renewal Account on account of charges to improvements and betterments		1,225,895 57
Cash received from sale of old rolling stock		3,000 00
Amount transferred for unexpended balance of capital appropriation for rolling stock for year 1915-16		142,775 05
Amount for rolling stock sold to the Transcontinental Railway during the year ended March 31, 1916		1,420,600 00
Amount transferred from commissary stock		930 00
		$3,093,200 62
There has been charged during the year against the above account for rolling stock purchased—		
8 second-hand sleeping cars	$16,000 00	
10 " tourist cars	12,500 00	
		28,500 00
Leaving a credit balance to the credit of Equipment Renewal Account on March 31, 1916		$3,064,700 62

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

Intercolonial Railway—Rail Renewal Account.

During the year ended March 31, 1916, there was credited to the Rail Renewal Account on account of charges to working expenses	$150,000 00
During the year ended March 31, 1916, there was credited to improvements and betterments	190,000 00
	$340,000 00

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

Intercolonial Railway—Fire Renewal Account.

On April 1, 1915, there was a balance to the credit of Fire Renewal Account of	$152,538 66
During the year ended March 31, 1916, there was credited to Fire Renewal Account on account of charges to working expenses	60,000 00
During the year ended March 31, 1916, there was credited to Fire Renewal Account on account of charges to improvements and betterments	100,000 00
	$312,538 66
There has been charged during the year against the above amount	4,595 45
Leaving a credit balance to the credit of Fire Renewal Account on March 31, 1916	$307,943 21

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., Moncton, N.B.

INTERCOLONIAL RAILWAY—Statement of Cash Received, Year ended March 31, 1916.

DR.		$ cts.	CR.	$ cts.
To Balance on hand April 1, 1915....		0 02	By Amount deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1916.....	19,596,154 05
Amounts received during year and credited as follows:—			Leaving a balance on hand at March 31, 1916, made up as follows.....	0 02
Station agents.....	$10,387,919 48			
Traffic ledger.....	3,456,807 54			
Car Service ledger.	646,558 42			
Individuals and Companies ledger	4,753,868 57			
General ledger.....	327,136 24			
Rents ledger.....	23,863 80	19,596,154 05		
		19,596,154 07		19,596,154 07

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERCOLONIAL RAILWAY—Statement of Averages, Year ended March 31, 1916.

Mileage of railway	1,526·78
Engine mileage	9,705,642
Total train mileage	7,890,939
" car mileage	125,915,220
" gross earnings	$ 14,068,791.41
" working expenses	" 12,551,495.84
Ratio of earnings to gross earnings—	
Revenue from transportation, rail line	p.c. 97·51
" " water line	" ·36
" incidentals	" 2·13
Gross earnings per mile of railway (not including water line)	$ 9,181.53
Gross earnings per engine mile (not including water line)	" 1.45
" train mile (not including water line)	" 1.87
" car mile (not including water line)	cts. 11.13
Ratio of expenses to gross earnings—	
Maintenance of way and structures	p.c. 17·70
" equipment	" 16·83
Traffic expenses	" 1·83
Transportation rail line	" 49·26
" water line	" 0·36
Miscellaneous operations	" 1·08
General expenses	" 2·16
Expenses per train mile (not including expenses for water line)—	
Maintenance of way and structures	cts. 31·55
" equipment	" 30·00
Traffic expenses	" 3·26
Transportation rail line	" 87·82
Miscellaneous operations	" 1·93
General expenses	" 3·86
Total per train mile	" 151·96

Expenses per mile of railway (not including expenses for water line)—	Actual.
Maintenance of way and structures	$1,630 74
" equipment	1,550 77
Traffic expenses	168 24
Transportation expenses	4,539 03
Miscellaneous operations	99 59
General expenses	199 37
Total expenses per mile of railway	$8,187 74

Locomotive and car repairs per locomotive and car—	
Locomotive, 345	$1,930 91
Passenger, 501	717 77
Freight cars, 14,095	60 12

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERCOLONIAL RAILWAY—Comparative statement of principal revenue-producing freight over the Intercolonial Railway in 1914-15 and 1915-16.

Description.	1914-15.	1915-16.
	Tons.	Tons.
Products of Agriculture—		
Grain	127,460	143,675
Flour	237,444	282,290
Potatoes	39,609	41,837
Hay	83,491	124,423
Apples, fruits, and vegetables	31,260	29,954
Other mill products	87,759	102,951
Other products of agriculture	9,490	18,234
Cotton	3,014	2,849
Products of Animals—		
Hogs and horses	20,119	12,290
Sheep and cattle	17,498	15,376
Lambs	1,187	1,339
Dressed meats	13,839	17,290
Poultry and game	378	702
Fish	38,813	40,375
Oysters and clams	2,140	2,551
Wool	4,109	4,989
Hides and leather	9,364	8,515
Other packing-house products	23,086	30,303
Products of Mines—		
Coal and coke	1,121,754	1,350,223
Ore	9,221	15,724
Sand stone, etc	219,604	272,131
Salt	11,856	12,609
Slate and granite	6,085	5,976
Phosphate	18,922	13,275
Other products of mines	8,573	15,965
Products of Forests—		
Lumber	610,208	823,473
Bark	14,242	18,197
Cordwood	39,837	26,516
Pulpwood	273,919	167,799
Woodpulp	34,337	32,925
Shingles	53,873	70,304
Other forest products	104,174	104,853
Manufactures—		
Petroleum and oils	39,907	47,948
Sugar	68,008	89,299
Iron and steel rails	73,275	82,687
Iron, pig and bloom	33,429	109,046
Wire rods	9,854	44,730
Steel billets	37,102	63,089
Other casting and machinery	65,457	121,447
Bar and steel metals	53,514	127,471
Brick, lime and cement	126,730	130,192
Agricultural implements	10,924	10,842
Furniture	9,783	15,798
Immigrants' effects	3,678	4,455
Miscellaneous—manufactured	720,676	343,700
Miscellaneous—unmanufactured	.....	446,603
	4,529,002	5,447,220

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

STATEMENT showing quantity of the undermentioned articles carried over the Intercolonial Railway during fiscal year ended March 31, 1916.

Articles.	Via Montreal.	Via Ste. Rosalie	Via St. John.	Local Stations.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.
Raw sugar, west bound	881			17,108	17,989
Refined sugar, west bound	19,706	7,824	897	41,406	69,833
European freight—					
West bound, via Halifax	5,000			29,178	34,178
West bound, via St. John	7,848	18	2	18,732	26,600
East bound, via Halifax	77,605	47,963	17,382	*251,819	394,769
East bound, via St. John	33,571	138		*56,640	90,349
	Bush.		Bush.	Bush.	Bush.
Grain for export, via Halifax	83,955		420,348	116,409	1,942,642
Grain for export, via St. John					
	Tons.	Tons.	Tons.	Tons.	Tons.
Fresh fish	2,821	785	2,141	7,339	13,086
Salt fish	9,684	2,319	2,305	10,690	24,998
Coal			17,023	1,316,361	1,333,384

*Includes lumber exported, via Halifax, 135,344 tons. Via St. John, 55,676 tons.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY—Descriptive statement of Freight transported during the year ended March 31, 1916.

Articles.	Number.	Tons.
Barrels flour	2,822,900	282,290
Bushels grain	6,537,213	143,675
Live stock	128,312	29,005
*Sup. feet lumber	720,012,230	998,630
Coal and other fuel		1,376,739
Manufactured goods		1,069,260
All other articles		1,547,621
Total		5,447,220

*Includes lumber, shingles, and other forest products.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY—Statement of Coal shipped over the I.C.R., during the fiscal year ended March 31, 1916.

From	Via St. John.	Via Ste. Rosalie	Via Montreal.	For Local Stations.	Total
	Tons.			Tons.	Tons.
Stellarton				439,073	439,073
Westville	16,877				16,877
Point Tupper				134,454	134,454
Sydney Mines				113,970	113,970
North Sydney				8,102	8,102
Sydney				54,714	54,714
Little Bras D'Or				3,004	3,004
Springhill				222,558	222,558
Maccan	146			258,256	258,402
Norton				1,588	1,588
Harcourt				3,857	3,857
McGivney's				17,709	17,709
Other stations				59,076	59,076
Total	17,023			1,316,361	1,333,384

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY—Statement of Receipts.

	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total Revenue.
1915.	$ cts.	$ cts.	$ cts.	$ cts.
April	257,722 18	625,373 15	55,514 35	938,609 68
May	292,738 23	608,229 14	48,687 84	949,655 21
June	289,379 47	649,972 35	85,562 04	1,024,913 86
July	387,045 44	718,729 63	73,545 90	1,179,320 97
August	421,558 65	695,234 00	78,197 61	1,194,990 26
September	397,524 78	754,750 94	123,076 92	1,275,352 64
October	345,950 13	886,090 19	125,839 05	1,357,879 37
November	349,431 93	867,907 82	94,716 11	1,312,055 86
December	353,330 52	943,830 97	83,325 65	1,380,487 14
1916.				
January	266,505 04	826,634 42	42,049 65	1,135,189 11
February	256,771 10	832,997 43	42,585 67	1,132,354 20
March	392,922 11	790,589 17	4,471 43	1,187,983 11
1915-16	4,010,879 58	9,200,339 21	857,572 62	14,068,791 41
1914-15	3,291,916 96	7,310,765 11	842,191 07	11,444,873 14

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY—Freight Statement.

Month.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1915.						
April	233,026	43,915,370	125,598	56,078,119	358,624	99,993,489
May	252,131	48,959,479	106,497	47,977,351	358,628	96,936,830
June	272,955	50,550,812	102,374	45,232,749	375,329	95,783,561
July	358,699	68,325,480	109,421	48,216,023	468,120	116,541,503
August	310,970	62,931,623	112,218	52,469,342	423,188	115,400,965
September	341,382	60,123,690	124,841	58,414,114	466,223	118,537,804
October	374,240	72,428,909	156,572	69,987,370	530,812	142,416,279
November	359,234	84,624,799	164,241	70,217,898	523,475	154,842,697
December	393,878	88,270,690	195,547	93,743,383	589,425	182,014,073
1916.						
January	251,864	68,806,733	187,443	94,443,119	439,307	163,249,852
February	324,343	77,385,260	150,616	76,320,947	474,959	153,706,207
March	316,130	74,732,021	123,000	56,799,598	439,130	131,531,619
1915-16	3,788,852	801,054,866	1,658,368	769,900,013	5,447,220	1,570,954,879
1914-15	2,983,719	523,727,852	1,545,283	634,508,016	4,529,002	1,158,235,868

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY—Passenger Statement.

Month.	Local.		Through.		Total.	
	No.	Mileage.	No.	Mileage.	No.	Mileage.
1915.						
April	297,009	10,153,734	16,459	2,809,646	313,468	12,963,380
May	301,567	10,040,813	21,758	4,476,112	323,325	14,516,925
June	307,138	11,306,203	15,451	3,530,789	322,589	14,836,992
July	387,221	14,516,598	27,325	4,895,524	414,546	19,412,122
August	389,643	15,393,505	28,669	5,733,457	418,312	21,126,962
September	364,331	14,346,959	30,881	7,037,439	395,212	21,384,398
October	302,664	10,586,877	23,599	3,864,356	326,263	14,451,233
November	297,851	10,700,149	25,507	6,296,672	323,358	16,996,821
December	346,784	14,003,302	28,014	7,249,673	374,798	21,252,975
1916.						
January	283,941	8,578,705	19,389	4,691,639	303,330	13,270,344
February	269,114	8,300,275	14,828	4,023,225	283,942	12,323,500
March	309,340	10,897,608	15,904	5,383,697	325,244	16,281,305
1915-16	3,856,603	138,824,728	267,784	59,992,229	4,124,387	198,816,957
1914-15	3,348,614	119,708,579	264,757	56,481,170	3,613,371	176,189,749

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERCOLONIAL RAILWAY—Statistical Statement of Earnings and Operating Expenses by Districts, Year ended March 31, 1916.

Summary.	1st District.			2nd District.		
	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.
Train miles	878,686	1,574,514	2,453,200	758,611	1,271,383	2,029,994
Locomotive miles	935,911	1,926,745	2,862,656	780,412	1,440,511	2,220,923
Gross ton miles	327,649,738	1,474,592,516	1,802,242,254	243,080,047	1,084,720,450	1,327,800,497
Passengers and tons freight moved one mile	66,062,365	605,946,435	.....	39,552,176	465,273,391	.....
Earnings—	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Passenger	1,274,975 85	.....	1,274,975 85	782,479 48	.....	782,479 48
Freight	.....	3,481,526 50	3,481,526 50	.....	2,147,404 28	2,147,404 28
Mails and express	261,619 76	.....	261,619 76	184,673 59	.....	184,673 59
Miscellaneous	178 93	—4,640 86	—4,461 93	9,586 27	15,004 10	24,590 37
Total revenue	1,536,774 54	3,476,885 64	5,013,660 18	976,739 34	2,162,408 38	3,139,147 72
Revenue per train mile	1 79	2 21	2 04	1 29	1 70	1 55
Revenue per locomotive mile	1 64	1 80	1 75	1 25	1 50	1 41
Revenue per 1,000 gross ton miles	4 69	2 36	2 78	4 02	1 99	2 36
Revenue per passenger and ton freight one mile	*2 33	*0 57	.....	*2 45	*0 46	.....
Surplus	433,132 64	936,565 61	1,369,698 25	85,046 03	437,388 17	522,434 20
Operating expenses—						
Maintenance of way and structures	216,230 24	373,597 03	589,827 27	223,638 41	350,277 75	573,916 16
Maintenance of equipment	197,606 91	491,760 25	689,367 16	161,224 49	361,267 73	522,492 22
Traffic expenses	36,463 01	42,071 77	78,534 78	30,872 66	34,251 06	65,123 72
Station service	65,997 14	209,520 54	275,517 68	34,497 38	91,467 95	125,965 33
Yard service	27,723 41	298,341 21	326,064 62	5,118 13	38,035 48	43,153 61
Locomotive service (road)	276,616 71	711,113 52	987,730 23	211,118 78	554,860 61	765,979 39
Train service	137,589 90	230,189 19	367,779 09	120,189 03	174,292 41	294,481 44
Other transportation expenses	72,156 47	122,962 44	195,118 91	39,582 05	71,506 97	111,089 02
Total transportation expenses	580,083 63	1,572,126 90	2,152,210 53	410,505 37	930,163 42	1,340,668 79
Miscellaneous operations	39,443 79	.....	39,443 79	36,170 85	.....	36,170 85
General expenses	33,814 32	60,764 08	94,578 40	29,281 53	49,060 25	78,341 78
Total operating expenses	1,103,641 90	2,540,320 03	3,643,961 93	891,693 31	1,725,020 21	2,616,713 52
Cost per train mile	1 26	1 61	1 49	1 18	1 36	1 29
Cost per locomotive mile	1 18	1 32	1 27	1 14	1 20	1 18
Cost per 1,000 gross ton miles	3 37	1 72	2 02	3 67	1 59	1 97

Cost per passenger and ton freight one mile				1 67		0 42			2 25		0 37	
Deficit												
Transportation water line—earnings												
Transportation water line—expenses												

*Miscellaneous revenue not included.

INTERCOLONIAL RAILWAY—Statistical Statement of Earnings and Operating Expenses by Districts, Year ended March 31, 1916—*Con.*

Summary.	3rd District.			4th District.			Total Districts.		
	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.
Train miles	1,037,863	972,515	2,010,378	424,303	973 064	1,397,367	3,099,463	4,791,476	7,890,939
Locomotive miles	1,138,048	1,681,726	2,819,774	466,085	1,336,204	1,802,289	3,320,456	6,385,186	9,705,642
Gross ton miles	340,307,497	959,102,839	1,299,410,336	115,552,356	566,851,938	682,404,294	1,026,589,638	4,085,267,743	5,111,857,381
Passengers and tons freight moved one mile	64,660,561	324,273,047	.....	28,541,855	198,228,518	.....	198,816,957	1,593,721,391	.....
Earnings—	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Passenger	1,367,770 37	.....	1,367,770 37	585,653 88	.....	585,653 88	4,010,879 58	.....	4,010,879 58
Freight	.....	2,182,849 60	2,182,849 60	.....	1,337,939 00	1,337,939 00	.....	9,149,719 38	9,149,719 38
Mails and express	211,472 99	.....	211,472 99	123,685 96	.....	123,685 96	781,452 30	.....	781,452 30
Miscellaneous	21,384 48	19,480 88	40,865 36	5,503 08	9,623 44	15,126 52	36,652 76	39,467 56	76,120 32
Total revenue	1,600,627 84	2,202,330 48	3,802,958 32	714,842 92	1,347,562 44	2,062,405 36	4,828,984 64	9,189,186 94	14,018,171 58
Revenue per train mile	1 54	2 26	1 89	1 68	1 38	1 48	1 56	1 92	1 78
Revenue per locomotive mile	1 41	1 31	1 35	1 53	1 01	1 14	1 45	1 44	1 44
Revenue per 1,000 gross ton miles	4 70	2 30	2 93	6 19	2 38	3 02	4 70	2 25	2 74
Revenue per passenger and ton freight one mile	*2 44	*0 67	.....	*2 49	* 0 67	.....	*2 41	*0 57	.....
Surplus	217,126 61	59,153 77	276,280 38	127,863 35	.....	.....	863,168 63	1,164,126 94	2,027,295 57
Operating Expenses—									
Maintenance of way and structures	328,453 55	297,632 61	626,086 16	155,232 20	334,716 41	489,948 61	923,554 40	1,356,223 80	2,279,778 20
Maintenance of equipment	222,782 84	325,160 51	547,943 35	89,748 35	218,128 25	307,876 60	671,362 59	1,396,316 74	2,067,679 33
Traffic expenses	43,351 19	26,394 93	69,746 12	16,744 32	26,722 87	43,467 19	127,431 18	129,440 63	256,871 81
Station service	94,528 68	360,932 88	455,461 56	38,650 58	152,701 00	191,351 58	233,673 78	814,622 37	1,048,296 15
Yard service	36,071 57	335,275 84	371,347 41	14,780 51	136,931 24	151,711 75	83,693 62	808,583 77	892,277 39
Locomotive service (road)	324,233 87	491,402 45	815,636 32	136,908 61	446,409 90	583,318 51	948,877 97	2,203,786 48	3,152,664 45
Train service	152,100 25	150,500 77	302,601 02	61,753 49	151,901 04	213,654 53	471,632 67	706,883 41	1,178,516 08
Other transportation expenses	89,062 32	112,528 95	201,591 27	38,785 02	111,758 02	150,543 04	239,585 86	418,756 38	658,342 24
Total transportation expenses	695,996 69	1,450,640 89	2,146,637 58	290,878 21	999,701 20	1,290,579 41	1,977,463 90	4,952,632 41	6,930,996 31
Miscellaneous operations	52,779 48	6,038 34	58,817 82	17,625 98	.....	17,625 98	146,020 10	6,038 34	152,058 44
General expenses	40,137 48	37,309 43	77,446 91	16,750 51	37,274 32	54,024 83	119,983 84	184,408 08	304,391 92
Total operating expenses	1,383,501 23	2,143,176 71	3,526,677 94	586,979 57	1,616,543 05	2,203,522 62	3,965,816 01	8,025,060 00	11,990 876 01
Cost per train mile	1 33	2 20	1 75	1 38	1 66	1 58	1 28	1 67	1 52
Cost per locomotive mile	1 22	1 27	1 25	1 26	1 21	1 22	1 19	1 26	1 24
Cost per 1,000 gross ton miles	4 07	2 23	2 71	5 08	2 85	3 23	3 86	1 96	2 35

Cost per passenger and ton freight one mile...	2 14	0 66	.....	2 06	0 82	.....	1 99	0 50	.....
Deficit.....	.....	.....	.....	.....	268,980 61	141,117 26	.....	.....	.....
Transportation water line—earnings.....	.....	.....	.....	.....	.....	.....	.....	50,619 83	50,619 83
Transportation water line—expenses.....	.....	.....	.....	.....	.....	.....	.....	50,619 83	50,619 83

*Miscellaneous revenue not included.

S. L. SHANNON,
Comptroller and Treasurer.

MONCTON, N.B., July 20, 1916.

ST. JOHN AND QUEBEC RAILWAY—Revenue Account, Year ended March 31, 1916.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	35,508 30	Passenger	27,532 08
Maintenance of equipment	6,885 81	Freight	38,193 59
Traffic	3,036 85	Express	215 27
Transportation—Rail line	41,435 45		65,940 94
General	3,890 72	LESS—Miscellaneous	8,198 23
			57,742 71
		Balance	33,014 42
	90,757 13		90,757 13

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

S9. JOHN AND QUEBEC RAILWAY—Maintenance of Way and Structures, Year ended March 31, 1916.

		$ cts.
No. 201.	Superintendence	1,701 98
202.	Roadway maintenance	17,691 22
208.	Bridges, trestles, and culverts	1,164 39
212.	Ties	223 11
214.	Rails	625 25
218.	Ballast	163 52
220.	Track laying and surfacing	9,094 27
221.	Right of way fences	10 63
225.	Crossings and signs	280 15
227.	Station and office buildings	157 87
229.	Roadway buildings	3 08
231.	Water Stations	317 58
235.	Shops and enginehouses	37 10
247.	Telegraph and telephone lines	142 05
249.	Signals and interlockers	0 50
269.	Roadway machines	233 52
271.	Small tools and supplies	826 01
272.	Removing snow, ice, and sand	2,689 24
276.	Stationery and printing	98 29
277.	Other expenses	5 80
278.	Maintaining joint tracks, yards, and other facilities. Dr.	600 00
		36,065 56
	CR.	
No. 216.	Other track material	557 26
		35,508 30

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

ST. JOHN AND QUEBEC RAILWAY—Maintenance and Equipment, Year ended March 31, 1916.

		$ cts.
No. 301.	Superintendence	300 00
302.	Shop machinery	1 00
308.	Steam locomotives—repairs	4,640 14
314.	Freight train cars—repairs	1,347 65
317.	Passenger train cars—repairs	497 00
326.	Work equipment—repairs	100 02
		6,885 81

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY—Traffic Expenses, Year ended March 31, 1916.

		$ cts.
No. 351.	Superintendence	1,872 25
352.	Outside agencies	272 95
353.	Advertising	787 95
358.	Stationery and printing	103 70
		3,036 85

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY—Transportation, Rail Line, Year ended March 31, 1916.

		$ cts.
No. 371.	Superintendence	1,648 46
372.	Despatching trains	4 75
373.	Station employees	3,135 03
376.	Station supplies and expenses	591 95
382.	Fuel for yard locomotives	32 87
386.	Lubricants for yard locomotives	5 49
388.	Enginehouse expenses—yard	366 51
389.	Yard supplies and expenses	1 19
390.	Operating joint yards and terminals. Dr	1,867 00
392.	Train enginemen	5,787 33
394.	Fuel for train locomotives	13,810 83
397.	Water for train locomotives	586 04
398.	Lubricants for train locomotives	214 29
399.	Other supplies for train locomotives	70 64
400.	Enginehouse expenses..train—	1,955 27
401.	Trainmen	7,615 40
402.	Train supplies and expenses	1,200 01
410.	Stationery and printing	989 05
412.	Operating joint tracks and facilities—Dr	393 69
414.	Insurance	17 56
415.	Clearing wrecks	816 70
416.	Damage to property	33 87
417.	Damage to live stock on right of way	244 60
418.	Loss and damage—Freight	46 92
		41,435 45

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY—General Expenses, Year ended March 31, 1916.

		$ cts.
No. 451.	Salaries and expenses of general officers	854 27
452.	Salaries and expenses of clerks and attendants	2,521 51
457.	Pensions	472 42
458.	Stationery and printing	32 17
460.	Other expenses	10 35
		3,890 72

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY—General Balance, Year ended March 31, 1916.

DR.	$ cts.	CR.	$ cts.	$ cts.
To General stores	68 26	By Dominion of Canada		4,525 84
Auditors suspense	156 07	By Individuals and companies ledger:—		
Station agents	778 20	Geo. F. Burden	15 00	
Cash in transit	59 77	D. M. Carson, A. Ellgood and W. H. Gunter	15 00	
Freight in transit	113 50	Manurl, Brewer, Carson and Cronkite	0 83	
Province of New Brunswick	2,977 51	C. Murray, A. Hoyt and E. Parent	15 00	
To Traffic ledger:—		H. H. Veysey	114 68	160 51
Dept. Militia and Defence	37 88			
To Individuals and companies ledger:—				
Canadian Pacific Ry	1 48			
Canadian Express Co	1 85			
Hibbard Construction Co	8 20			
Maine Central Ry	8 91			
St. John and Quebec Ry. Co	474 72			
	$ 4,686 35			$ 4,686 35

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY—Store Account—Year ended March 31, 1916.

DR.	$ cts.	CR.	$ cts.	$ cts.
To Balance March 31, 1916	579 67	By Issues during year ended March 31, 1916	527 60	
Purchases	1,195 53	Sales of material	20 00	547 60
		Balance		
		Road stock store		68 26
	$ 615 86			$ 615 86

C. F. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

ST. JOHN AND QUEBEC RAILWAY—Statement of Cash Received—Year ended March 31, 1916.

DR.	$ cts.	CR.	$ cts.
To balance on hand, April 1, 1915	Nil.	By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1916	69,852 72
Station agents 47,945 02			
Traffic ledger 20,905 85			
Individuals and Companies ledger 1,001 85			
	69,852 72		$ 69,852 72
	$ 69,852 72		

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY—Statement of Averages—Year ended March 31, 1916.

Mileage of railway		119·87
Total engine mileage		74,238
Total train mileage		68,444
Total car mileage		382,808
Ratio of earnings to gross earnings—		
Revenue from transportation	Per cent	0·80
Revenue from incidentals	"	99·20
Gross earnings per mile of railway	Dollars	481 71
" engine mile	"	0·78
" train mile	"	0·84
" car mile	Cents	15·08
Ratio of expenses to gross earnings—		
Maintenance of way and structures	Per cent	61·50
Maintenance of equipment	"	11·92
Traffic expenses	"	5·26
Transportation expenses	"	71·76
General expenses	"	6·74
Expenses per train mile—		
Maintenance of way and structures	Cents	51·88
Maintenance of equipment	"	10·06
Traffic expenses	"	4·44
Transportation expenses—rail line	"	60·54
General expenses	"	5·68
Total per train mile		$ 132·60
Expenses per mile of railway—		
Maintenance of way and structures	Dollars	296·22
Maintenance of equipment	"	57·44
Traffic expenses	"	25·34
Transportation expenses—rail line	"	345·67
General expenses	"	32·46
Total		$ 757·13
Locomotive and car repairs, per locomotive and car—		
Locomotive, 3		1,546·71
Passenger cars, 3		165·67
Freight cars, 62		21·74

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

ST. JOHN AND QUEBEC RAILWAY—Statement of Receipts.

Date	Passenger Traffic.	Freight Traffic.	Express and Sundries.	Total.	Less Rental.	Total Revenue.
1915.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April..	2,412 32	4,420 98	.....	6,833 30	979 35	5,853 95
May	2,409 12	3,145 95	.....	5,555 07	767 15	4,787 92
June...	1,984 01	3,202 67	65 00	5,251 68	633 33	4,618 35
July..	3,924 50	2,409 29	21 80	6,355 59	500 45	5,855 14
August.	2,212 36	1,936 33	8 83	4,157 52	567 50	3,590 02
September.	2,815 75	1,778 69	53 94	4,648 38	444 45	4,203 93
October...	1,787 16	2,101 79	26 68	3,915 63	681 15	3,234 48
November...	1,852 96	2,489 06	23 44	4,365 46	665 94	3,699 52
December...	2,598 02	3,419 73	24 04	6,041 79	604 49	5,437 30
1916.						
January...	1,527 57	3,926 19	36 16	5,489 92	767 05	4,722 87
February...	1,899 86	3,977 53	16 07	5,893 46	892 30	5,001 16
March...	2,108 45	5,385 38	16 11	7,509 94	771 87	6,738 07
1915-16...	27,532 08	38,193 59	292 07	66,017 74	8,275 03	57,742 71
1915†...	4,575 92	16,647 76	20 03	21,243 71	2,503 98	18,739 73

†From January to March, 1915.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

ST. JOHN AND QUEBEC RAILWAY—Freight Statement.

	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1915.						
April...	4,179	97,564	900	45,552	5,079	143,116
May...	2,560	48,841	1,052	63,448	3,612	112,289
June...	2,496	57,432	1,258	81,892	3,754	139,324
July...	957	35,789	1,457	86,022	2,414	121,811
August.	1,212	56,707	422	21,526	1,634	78,233
September.	795	29,615	917	57,641	1,712	87,256
October...	1,799	57,151	887	46,491	2,686	103,642
November..	1,372	45,390	617	29,185	1,989	74,575
December...	2,375	79,898	1,176	85,764	3,551	165,662
1916.						
January...	3,609	89,456	1,220	89,715	4,829	179,171
February...	3,504	91,690	1,424	85,523	4,928	177,213
March...	4,705	141,215	1,107	68,203	5,812	209,418
1915-16...	29,563	830,748	12,437	760,962	42,000	1,591,710
1915...	From January to March 1915.				17,887	761,137

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

ST. JOHN AND QUEBEC RAILWAY—Passenger Statement.

	Local.		Through.		Total.	
1915.	No.	Mileage.	No.	Mileage.	No.	Mileage.
April	2,797	98,378			2,797	98,378
May	3,793	92,687			3,793	92,687
June	2,486	77,705			2,486	77,705
July	6,300	259,145			6,300	259,145
August	3,409	83,328	2	126	3,411	83,454
September	4,273	139,441			4,273	139,441
October	3,065	72,276			3,065	72,276
November	3,078	71,687			3,078	71,687
December	3,732	95,619			3,732	95,619
1916.						
January	3,008	72,809	4	284	3,012	73,093
February	3,112	71,278	8	587	3,120	71,865
March	3,793	83,876	4	313	3,797	84,189
1915-16	42,846	1,218,229	18	1,310	42,864	1,219,539
1915	From January to March, 1915.				6,317	143,078

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

ST. JOHN AND QUEBEC RAILWAY—Statement of principal revenue-producing freight commodities carried over the St. John and Quebec Railway.

Description.	*1915	1915-16.
	Tons.	Tons.
Products of Agriculture—		
Grain	360	1,365
Flour	139	168
Other mill products	1	288
Hay	5,040	5,780
Potatoes	5,069	10,254
Fruit and vegetables	79	181
Products of Animals—		
Horses and hogs	13	135
Sheep and cattle	24	42
Dressed meats	2	8
Hides and leather	1	14
Fish	1	22
Other products of animals	2	107
Products of Mines—		
Coal	51	731
Salt	1	18
Phosphate	1,047	1,325
Products of Forests—		
Lumber	1,403	4,093
Bark	238	1,566
Cordwood	1,782	2,527
Pulpwood	1,375	4,155
Shingles	94	20
Other forest products	213	1,518
Manufactures—		
Oils	12	16
Wire rods	1	2
Castings and machinery	88	227
Brick, lime and cement	21	334
Agriculture implements	2	60
Furniture	162	106
Manufactures	477	5,110
Miscellaneous	189	1,828
	17,887	42,000

*Includes January, February and March, 1915.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Capital Account—Year ended March 31, 1916.

DR.		$ cts.	CR.		$ cts.
Mar. 31, 1915.	To cost of New Brunswick & Prince Edward Island Ry. to date...	24,700 00	Mar. 31, 1915..	By Dominion of Canada	24,700 00
Mar. 31, 1916.	Bring line up to Intercolonial Branch Line Standard, $24,999.97. Payment on account purchase price (5 Geo. V, cap. 16, sec. 4), $174,511.31.....	199,511 28	Mar. 31,1916.	By Dominion of Canada	199,511 28
		224,211 28			224,211 28

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Statutory Vote, 5 Geo. V, Cap. 16—12 months ended March 31, 1916.

DR.		$ cts.	CR.		$ cts.
Mar. 31, 1916.	To rental of New Brunswick and Prince Edward Island Railway from 1st August 1914, to 5th June, 1915—4% on $270,000.....	9,143 01	Mar. 31, 1916.	By Dominion of Canada	10,186 30
	From 6th June, 1915, to 31st July, 1915—4% on $170,000.....	1,043 28			
		10,186 29			10,186 29

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Revenue Account—Year ended March 31, 1916.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	40,955 33	Freight	41,696 60
Maintenance of equipment	5,822 33	Passenger	10,404 56
Traffic	418 90	Mails and express	2,902 86
Transportation—Rail line	28,904 26		55,004 02
General	743 81	Less—	
		Miscellaneous	4,589 68
			50,414 34
		Balance	26,430 29
	76,844 63		76,844 63

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Maintenance of Way and Structures—Year ended March 31, 1916.

		$ cts
No. 201.	Superintendence	868 65
202.	Roadway maintenance	542 30
208.	Bridges, culverts, and trestles	1,695 84
212.	Ties	12,582 67
214.	Rails	969 17
216.	Other track material	3,223 16
218.	Ballast	305 92
220.	Track laying and surfacing	17,607 58
221.	Right of way fences	203 20
225.	Crossings and signs	125 05
227.	Station and office buildings	1,424 34
229.	Roadway buildings	28 85
231.	Water stations	67 87
235.	Shops and engine houses	174 66
241.	Wharves and docks	128 97
247.	Telegraph and telephone lines	7 41
269.	Roadway machines	169 87
271.	Small tools and supplies	130 30
272.	Removing snow, ice, and sand	569 19
276.	Stationery and printing	129 17
277.	Other expenses	1 16
		40,955 33

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Maintenance of Equipment—Year ended March 31, 1916.

		$ cts.
No. 301.	Superintendence	40 08
302.	Shop machinery	11 36
308.	Steam locomotives—repairs	4,120 71
314.	Freight train cars—repairs	1,281 34
317.	Passenger train cars—repairs	367 02
326.	Work equipment—repairs	0 62
334.	Stationery and printing	1 20
		5,822 33

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Traffic Expenses—Year ended March 31, 1916.

		$ cts.
No. 351.	Superintendence	120 00
352.	Outside agencies	1 50
353.	Advertising	247 89
358.	Stationery and printing	49 51
		418 90

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Transportation—Rail Line—Year ended March 31, 1916.

		$ cts.
No. 371.	Superintendence	43 61
372.	Despatching trains	110 49
373.	Station employees	3,790 43
376.	Station supplies and expenses	279 93
379.	Yard switch and signal tenders	13 87
380.	Yard enginemen	254 43
382.	Fuel for yard locomotives	337 92
388.	Enginehouse expenses—yard	150 17
392.	Train enginemen	5,311 33
394.	Fuel for train locomotives	7,240 53
397.	Water for train locomotives	757 58
398.	Lubricants for train locomotives	21 85
399.	Other supplies for train locomotives	63 19
400.	Enginehouse expenses—train	2,814 96
401.	Trainmen	6,725 77
402.	Train supplies and expenses	119 58
406.	Drawbridge operation	57 00
407.	Telegraph and telephone operation	19 26
410.	Stationery and printing	478 25
414.	Insurance	0 30
415.	Clearing wrecks	13 54
417.	Damage to live stock on right-of-way	131 70
418.	Loss and damage—freight	168 57
		28,904 26

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—General Expenses—Year ended March 31, 1916.

	$ cts.
No. 451. Salaries and expenses of general officers	119 67
452. Salaries and expenses of clerks and attendants	304 50
457. Pensions	230 33
458. Stationery and printing	85 71
460. Other expenses	3 60
	743 81

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—General Balance—Year ended March 31, 1916.

DR.	$ cts.	CR.	$ cts.
To general stores	3,680 10	By Dominion of Canada	1,956 54
Auditors suspense	41 52	Freight in transit	36 06
Cash in transit	12 15	Rail renewal Account	2,083 04
Station agents	144 43	By Individuals and Companies' Ledger—	
Rail Loan Account	153 47	Sackville Freestone Co	14 89
To Individuals and Companies ledger—			
O'Brien, Doheny & Co. 9·21			
Department Militia & Defence 3.67			
	12 88		
To Traffic Ledger—			
Department Militia & Defence	45 98		
	4,090 53		4,090 53

S. L. SHANNON,

E. & O. E., MONCTON, N. B. *Comptroller and Treasurer.*

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Statement of Cash Received, Year ended March 31, 1916.

DR.	$ cts.	CR.	$ cts.
To Balance on hand, April 1, 1915	Nil.	By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1916	98,738 25
Station agents $54,670.82			
Traffic ledger 4,452.82			
Individuals and Companies ledger 39,614 61			
	98,738 25		
	98,738 25		98,738 25

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Store Account, Year ended March 31, 1916.

Dr.	$ cts.	Cr.	$ cts.
To balance, March 31, 1915	6,011 45	By issues during year ended Mar. 31, 1916	$54,172 27
Purchases	57,684 15	Sales, old materials	5,844 56
Charges from other departments	1 33		60,016 83
		Balance—road stock store	3,680 10
	63,696 93		63,696 93

C. F. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Statement of Averages, Year ended March 31, 1916.

Mileage of railway		35·35
Total engine mileage		57,176
Total train mileage		42,439
Total car mileage		275,016
Ratio of earnings to gross earnings—		
Revenue from transportation	Per cent	92·62
" incidentals	"	0·38
Gross earnings per mile of railway	Dollars.	1,426·14
" " engine mile	"	0·88
" " train mile	"	1·19
" " car mile	Cents.	18·33
Ratio of expenses to gross earnings—		
Maintenance of way and structures	Per cent.	81·24
Maintenance of equipment	"	11·55
Traffic expenses	"	0·83
Transportation rail line	"	57·33
General expenses	"	1·48
Expenses per train mile—		
Maintenance of way and structures	Cents.	96·50
Maintenance of equipment	"	13·72
Traffic expenses	"	0·99
Transportation rail line	"	68·11
General expenses	"	1·75
		181·07
Expenses per mile of railway—		
Maintenance of way and structures	Dollars.	1,158·57
Maintenance of equipment	"	164 70
Traffic expenses	"	11 85
Transportation rail line	"	817 66
General expenses	"	21 04
		2,173·82
Locomotive and car repairs, per locomotive and car—		
Locomotives, 3	Dollars.	1,373 57
Passenger cars, 3	"	122·34
Freight cars, 35	"	36·61

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Statement of Receipts.

Month.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.	Less Rental.	Total Revenue.
1915.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
April	1,046 20	1,701 24	1,055 52	3,802 96	315 25	3,487 71
May	740 60	2,774 59	106 15	3,621 34	357 90	3,263 44
June	752 35	4,191 00	127 48	5,070 83	397 65	4,673 18
July	1,326 65	5,906 05	198 22	7,430 92	514 50	6,916 42
August	1,106 25	7,000 75	95 78	8,202 78	495 40	7,707 38
September	875 09	5,595 23	143 59	6,613 91	400 74	6,213 17
October	737 87	4,791 48	128 47	5,657 82	329 25	5,328 57
November	688 04	3,281 26	105 78	4,075 08	606 90	3,468 18
December	1,013 69	1,792 66	690 02	3,496 37	385 95	3,110 42
1916.						
January	704 78	1,915 43	173 07	2,793 28	431 45	2,361 83
February	660 69	1,309 83	90 97	2,061 49	405 85	1,655 64
March	752 35	1,437 08	345 52	2,534 95	306 55	2,228 40
1915–16	10,404 56	41,696 60	3,260 57	55,361 73	4,947 39	50,414 34
1914–15*	6,789 70	25,687 54	4,479 21	36,956 45	11,536 64	25,419 81

* From August, 1914, to March, 1915.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Freight Statement.

Month.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1915.						
April	1,278	18,648	606	12,274	1,884	30,922
May	2,022	43,305	2,068	32,128	4,090	75,433
June	6,696	183,265	957	17,641	7,653	200,906
July	9,789	294,583	1,299	27,175	11,088	321,758
August	11,163	316,235	2,882	46,104	14,045	362,339
September	8,304	236,318	2,292	63,308	10,596	299,626
October	7,136	189,729	2,001	28,864	9,137	218,593
November	1,472	35,229	4,377	64,299	5,849	99,528
December	1,185	18,830	1,568	24,201	2,753	43,031
1916.						
January	407	5,633	3,115	50,819	3,522	56,452
February	296	4,844	1,833	27,447	2,129	32,291
March	324	5,863	1,866	27,773	2,190	33,636
1915–1916	50,072	1,352,482	24,864	422,033	74,936	1,774,515
1914–15*					51,712	1,213,673

* From August, 1914 to March, 1915.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Passenger Statement.

Month.	Local.		Through.		Total.	
	No.	Mileage.	No.	Mileage.	No.	Mileage.
1915.						
April	2,089	33,622	252	8,316	2,341	41,938
May	1,432	23,798	122	2,600	1,554	26,398
June	1,261	19,172	142	2,909	1,403	22,081
July	2,179	42,938	224	4,519	2,403	47,457
August	1,598	25,953	594	18,536	2,192	44,489
September	1,232	20,208	639	20,200	1,871	40,408
October	1,348	22,608	193	4,068	1,541	26,676
November	1,141	19,688	221	4,330	1,362	24,018
December	1,776	28,215	521	11,515	2,297	39,730
1916.						
January	1,172	20,700	298	6,124	1,470	26,824
February	1,065	16,439	274	7,001	1,339	23,440
March	1,130	17,895	361	7,268	1,491	25,163
1915–16	17,423	291,236	3,841	97,386	21,264	388,622
1914–15*	.....	.....	.....	.....	14,509	266,911

* From August, 1914 to March, 1915.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY.—Statement of principal Revenue-producing freight commodities carried over the New Brunswick and Prince Edward Island Railway in 1914-15 and 1915-16.

Description.	*1915.	1915-16.
	Tons.	Tons.
Products of Agriculture—		
Grain	199	242
Flour	626	748
Other mill products	104	192
Hay	2,110	4,336
Tobacco	4	10
Cotton	1	
Potatoes	1,093	1,721
Vegetables	19	26
Other products of agriculture	12	37
Products of Animals—		
Horses and hogs	35	81
Sheep and cattle	201	98
Lambs	1	
Dressed meats	12	52
Poultry and game	16	40
Hides and leather	3	5
Wool	2	6
Fish	955	756
Other products of animals	12	17
Packing house products	84	18
Products of mines—		
Coal	1,459	3,884
Sand, stone, etc	29,900	37,465
Salt	278	117
Phosphate	156	556
Other products of mines	28	1,032
Products of Forests—		
Lumber	8,395	12,330
Cordwood	296	322
Shingles	135	62
Other forest products	458	2,491
Manufactures—		
Oils	126	267
Sugar	4	22
Iron and steel rails	12	1
Iron, pig and bloom	16	
Wire rods	5	10
Other castings and machinery	53	366
Bar and sheet metals	21	34
Brick, lime and cement	14	255
Agricultural implements	15	16
Wagons, carriages, and tools	28	9
Wines, liquors and beers	4	23
Household goods and furniture	40	83
Manufactured goods	441	2,400
Miscellaneous	4,339	4,806
Total	51,712	74,936

*Eight months ending March 31, 1915.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Capital Account, Year ended March 31, 1916.

Dr.		$ cts.	Cr.		$ cts.
1915. Mar. 31	To Cost of International Railway to date	1,300 00	1915. Mar. 31	By Dominion of Canada	1,300 00
1916. Mar. 31	" Bring line up to Intercolonial Branch Line Standard	2,637 47	1916. Mar. 31	" Dominion of Canada	2,637 47
		3,937 47			3,937 47

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Statutory Vote, 5 Geo. V, cap. 16, 12 months ended March 31, 1916.

Dr.		$ cts.	Cr.		$ cts.
1916. March 31	To rental of International Railway of New Brunswick from 1st February, 1915, to 31st January, 1916	90,000 00	1916. March 31	By Dominion of Canada	90,000 00
		90,000 00			90,000 00

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Revenue Account, Year ended March 31, 1916.

Expenditure.	$ cts.	Earnings.	cts.
Maintenance of way and structures	62,103 92	Freight	68,643 57
Maintenance of equipment	10,311 47	Passenger	41,067 41
Traffic	1,265 45	Mails and express	2,032 38
Transportation—rail line	40,475 45		111,743 36
General	2,495 09	LESS— Miscellaneous	7,119 87
			104,623 49
		Balance	12,027 89
	116,651 38		116,651 38

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Maintenance of Way and Structures, Year ended March 31, 1916.

		$ cts.
No. 201	Superintendence	1,866 78
202	Roadway maintenance	13,233 79
208	Bridges, trestles and culverts	2,374 99
212	Ties	17,581 48
214	Rails	1,348 20
216	Other track material	2,576 61
218	Ballast	805 83
220	Track laying and surfacing	14,962 23
221	Right of way fences	22 10
223	Snow and sand fences and snowsheds	5 80
225	Crossings and signs	36 61
227	Station and office buildings	114 19
229	Roadway buildings	1 17
231	Water stations	273 59
235	Shops and enginehouses	57 75
247	Telegraph and telephone lines	953 17
249	Signals and interlockers	13 35
269	Roadway machines	53 34
271	Small tools and supplies	588 76
272	Removing snow, ice and sand	4,533 51
276	Stationery and printing	65 60
277	Other expenses	35 07
278	Maintaining joint tracks, yards and other facilities. Dr.	600 00
		62,103 92

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK.—Maintenance of Equipment, Year ended 31st March, 1916.

		$ cts.
No. 301	Superintendence	79 92
308	Steam locomotives—repairs	4,876 41
314	Freight train cars—repairs	3,378 18
317	Passenger train cars—repairs	1,952 37
326	Work equipment—repairs	24 59
		10,311 47

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY of New Brunswick—Traffic Expenses, Year ended March 31, 1916.

		$ cts.
No. 351.	Superintendence	360 00
352.	Outside agencies	7 12
353.	Advertising	591 62
358.	Stationery and printing	306 71
		1,265 45

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

INTERNATIONAL RAILWAY of New Brunswick.—Transportation—Rail Line, Year ended March 31, 1916.

		$ cts.
No. 371.	Superintendence	142 24
373.	Station employees	3,987 68
376.	Station supplies and expenses	269 37
379.	Yard switch and signal tenders	3 12
382.	Fuel for yard locomotives	73 45
386.	Lubricants for yard locomotives	20 93
387.	Other supplies for yard locomotives	0 66
388.	Enginehouse expenses—yard	66 50
389.	Yard supplies and expenses	7 09
390.	Operating joint yards and terminals. Dr	1,848 50
392.	Train Enginemen	5,914 00
394.	Fuel for train locomotives	15,852 52
397.	Water for train locomotives	114 68
398.	Lubricants for train locomotives	287 79
399.	Other supplies for train locomotives	34 67
400.	Enginehouse expenses—train	1,704 69
401.	Trainmen	8,274 93
402.	Train supplies and expenses	847 19
407.	Telegraph and telephone operation	1 60
410.	Stationery and printing	465 43
414.	Insurance	2 00
415.	Clearing wrecks	456 28
416.	Damage to property	8 50
417.	Damage to live stock on right-of-way	21 50
418.	Loss and damages—freight	78 63
391.	Operating joint yards and terminals. Cr	8 50
		40,475 45

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

INTERNATIONAL RAILWAY of New Brunswick.—General Expenses, Year ended March 31, 1916.

		$ cts.
No. 451.	Salaries and expenses of general officers	350 00
452.	Salaries and expenses of clerks and attendants	1,491 96
457.	Pensions	520 87
458.	Stationery and printing	115 46
460.	Other expenses	16 80
		2,495 09

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY of New Brunswick.—General Balance, Year ended March 31, 1916.

DR.	$ cts.	CR.	$ cts.
To General stores	15,788 89	By Dominion of Canada	1,185 94
Auditor's suspense	657 85	Expenditure for road and equipment—suspense: stores	18,672 95
Station agents	1,905 33	Freight in transit	11 84
To Individuals and Companies Ledger—		By Individuals and Companies Ledger—	
Bangor & Aroostook Ry. $69.58		A. E. Hammond $593.97	
Transcontinental Ry. 44.44		Tobie St. Glais 15 00	
Richards Manufacturing Co. 163.85			608 97
D. A. Stewart 10.50			
Sumner Co. 10.00			
St. John & Quebec Ry. Co. 1,827.02			
	2,125 39		
To Traffic Ledger—			
Department Militia & Defence	2 24		
	20,479 70		20,479 70

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY of New Brunswick.—Store Account, Year ended March 31, 1916.

DR.	$ cts.	CR.	$ cts.
To Balance, March 31, 1915	5,574 10	By issues during year ended March 31, 1916	$22,691.00
Purchases	33,015 25	Sales of material	109 46
			22,800 46
		Balance—	
		Road stock store	15,788 89
	38,589 35		38,589 35

C. F. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK—Statement of Cash Received, Year ended March 31, 1916.

DR.	$ cts.	CR.	$ cts.
To balance on hand April 1, 1916.	Nil.	By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1916	117,812 75
Amounts received during the year and credited as follows—			
Station agents $81,319 23			
Traffic ledger 31,726 10			
Individuals and Companies ledger 4,504 17			
Car Service ledger 263 25			
	117,812 75		
	117,812 75		117,812 75

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

SESSIONAL PAPER No. 20

INTERNATIONAL RAILWAY OF NEW BRUNSWICK—Statement of Averages, Year ended March 31, 1916.

Mileage of railway		112
Total engine mileage		76,404
Total train mileage		72,500
Total car mileage		507,469
Ratio of earnings to gross earnings—		
Revenue from transportation	Per cent	99·48
Revenue from incidentals	"	0·52
Gross earnings per mile of railway	Dollars	934·14
" engine mile	"	1·37
" train mile	"	1·44
" car mile	Cents	20·62
Ratio of expenses to gross earnings—		
Maintenance of way and structures	Per cent	59·36
Maintenance of equipment	"	9·86
Traffic expenses	"	1·21
Transportation expenses	"	38·69
General expenses	"	2·38
Expenses per train mile—		
Maintenance of way and structures	Cents	85·66
Maintenance of equipment	"	14·22
Traffic expenses	"	1·75
Transportation rail line	"	55·83
General expenses	"	3·44
Total per train mile		160·90
Expenses per mile of railway—		
Maintenance of way and structures	Dollars	554·50
Maintenance of equipment	"	92·06
Traffic expenses	"	11·30
Transportation rail line	"	361·39
General expenses	"	22·28
Total		$ 1,041·53
Locomotive and car repairs, per locomotive and car—		
Locomotives, 4		1,219·10
Passenger cars, 10		195·24
Freight cars, 162		20·85

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK—Statement of Receipts.

Date.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.	Less Rental.	Total Revenue.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1915—						
April	5,253 40	6,171 87	133 19	11,558 46	875 50	10,682 96
May	3,395 34	5,950 24	205 54	9,551 12	823 80	8,727 32
June	2,636 13	5,752 46	343 02	8,731 61	995 20	7,736 41
July	2,917 12	6,720 65	229 95	9,867 72	802 55	9,065 17
August	2,739 93	4,948 63	161 52	7,850 08	773 45	7,076 63
September	2,899 95	3,241 98	176 41	6,318 34	376 00	5,942 34
October	4,055 41	4,565 82	162 52	8,783 75	315 15	8,467 60
November	3,745 32	5,788 95	133 93	9,668 20	47 15	9,621 05
December	4,135 92	4,179 88	238 18	8,553 98	493 50	8,060 48
1916—						
January	3,265 04	6,664 19	219 26	10,148 49	475 20	9,673 29
February	2,658 15	7,496 12	256 50	10,410 77	674 40	9,736 37
March	3,365 70	7,162 78	221 54	10,750 02	916 15	9,833 87
1915-16	41,067 41	68,643 57	2,481 56	112,192 54	7,569 05	104,623 49
*1914-15	28,317 20	42,707 14	1,537 57	72,561 91	7,092 99	65,468 92

*From August, 1914 to March, 1915.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK—Freight Statement.

Month.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1915—						
April	5,297	223,241	504	32,587	5,801	255,828
May	6,579	231,260	100	5,946	6,679	237,206
June	7,419	222,015	295	13,177	7,714	235,192
July	9,555	297,386	15	1,697	9,570	299,083
August	6,465	245,582	26	2,206	6,491	247,788
September	2,765	137,782	264	17,494	3,029	155,276
October	3,381	141,365	412	28,244	3,793	169,609
November	4,130	179,081	460	35,697	4,590	214,778
December	2,751	129,496	1,137	49,826	3,888	179,322
1916—						
January	4,810	135,437	1,754	63,133	6,564	198,570
February	10,489	304,707	793	34,121	11,282	338,828
March	10,021	373,148	1,348	49,891	11,369	423,039
1915-16	73,662	2,620,500	7,108	334,019	80,770	2,954,519
1914-15	From August 1914 to March, 1915				32,374	1,562,724

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK—Passenger Statement.

Month.	Local.		Through.		Total.	
	No.	Mileage.	No.	Mileage.	No.	Mileage.
1915—						
April	4,340	177,873	15	743	4,355	178,616
May	3,130	125,575	15	1,175	3,145	126,750
June	2,118	78,455	15	1,024	2,133	79,479
July	2,490	85,596	83	8,553	2,573	94,149
August	2,301	87,746	43	2,833	2,344	90,579
September	2,373	96,084	37	2,461	2,410	98,545
October	3,475	136,253	35	1,934	3,510	138,187
November	3,518	131,000	35	2,084	3,553	133,084
December	3,468	145,020	43	2,668	3,511	147,688
1916—						
January	2,804	114,821	36	2,834	2,840	117,655
February	2,516	91,821	20	1,004	2,536	92,825
March	3,003	130,676	37	2,264	3,040	132,940
1915-16	35,536	1,400,920	414	29,577	35,950	1,430,497
1914-15	From August, 1914 to March, 1915				24,286	991,282

W. H. ESTANO,
Auditor of Traffic

S. L. SHANNON,
Comptroller and Treasurer.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK—Comparative Statement of Principal Revenue-producing freight carried over the International Railway.

	*1914-15.	1915-16.
	Tons.	Tons.
Products of Agriculture—		
Grain	810	740
Flour	214	370
Other mill products	502	43
Hay	1,665	4,837
Tobacco	7	5
Potatoes	426	203
Fruit and vegetables	170	22
Other products of agriculture	2	29
Products of Animals—		
Horses and hogs	717	444
Sheep and cattle	248	320
Dressed meats	128	246
Fish	30	18
Oysters and clams	4	2
Other products of animals	2	4
Packing house products	55	39
Products of Mines—		
Coal	1,219	1,479
Sand and stone	53	9
Slate and granite	26	81
Products of Forests—		
Lumber	6,795	6,892
Cordwood	222	445
Pulpwood	4,724	5,953
Shingles	3,484	3,753
Other forest Products	2,760	38,228
Manufactures—		
Oils and petroleum	60	58
Sugar	4	10
Iron and steel rails	3	20
Iron, pig and bloom	18	80
Wire rods	1	1
Castings and machinery	863	113
Brick, lime and cement	13	117
Agricultural implements	5	51
Wagons, carriages and tools	428	48
Wines, liquors and beers	5	32
Household goods and furniture	180	1,136
Manufactures	372	4,510
Miscellaneous	6,079	10,432
Total	32,374	80,770

*Eight months ending March 31, 1915.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

PRINCE EDWARD ISLAND RAILWAY.—Capital Account, Year ended March 31, 1916.

1915.		$ cts.	1915.	$ cts.
Mar. 31. To cost of Prince Edward Island Ry. to date		9,490,899 71	Mar. 31. By Dominion of Canada	9,490,899 71
1916.			1916.	
Mar. 31. Car ferry, etc.	1,322,593 34			
Strengthen bridges	6,398 85			
Power plants	125 00			
Surveys and inspections	10,197 61			
Increased accommodation and facilities along the line	11,127 24			
Original construction	30 69			
		1,350,472 73	Mar. 31. By Dominion of Canada	1,350,472 73
		10,841,372 44		10,841,372 44

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Revenue Account, Year ended March 31, 1916.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	144,865 30	Passenger	181,518 96
Maintenance of equipment	85,304 79	Freight	174,454 52
Traffic	10,686 59	Mails and express	21,937 03
Transportation—rail line	286,068 70	Miscellaneous	13,016 31
General	18,095 24		390,926 82
		Balance	154,093 80
	545,020 62		545,020 62

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Maintenance of Way and Structures, Year ended March 31, 1916.

		$ cts.
No. 201.	Superintendence	12,026 97
202.	Roadway maintenance	51,577 99
208.	Bridges, trestles, and culverts	1,102 63
212.	Ties	17,667 20
214.	Rails	2,086 54
216.	Other track material	4,010 48
218.	Ballast	2,054 81
220.	Track laying and surfacing	17,367 88
221.	Right of way fences	7,836 41
223.	Snow and sand fences and snowsheds	1,156 66
225.	Crossings and signs	524 58
227.	Station and office buildings	8,220 72
229.	Roadway buildings	92 94
231.	Water stations	1,050 10
233.	Fuel stations	562 38
235.	Shops and enginehouses	1,267 68
241.	Wharves and docks	2,685 73
247.	Telegraph and telephone lines	411 45
249.	Signals and interlockers	150 85
269.	Roadway machines	805 07
271.	Small tools and supplies	2,751 98
272.	Removing snow, ice, and sand	9,039 08
274.	Injuries to persons	7 20
276.	Stationery and printing	407 97
		144,865 30

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Maintenance of Equipment, Year ended March 31, 1916.

		$ cts.
No. 301.	Superintendence	7,660 95
302.	Shop machinery	3,027 49
304.	Power plant machinery	0 50
308.	Steam locomotives—repairs	34,790 31
314.	Freight train cars—repairs	19,355 76
317.	Passenger train cars—repairs	17,828 38
323.	Floating equipment—repairs	212 65
326.	Work equipment—repairs	1,883 12
334.	Stationery and printing	440 88
335.	Other expenses	104 75
		85,304 79

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Traffic Expenses, Year ended March 31, 1916.

		$ cts.
No. 351.	Superintendence	2,691 80
352.	Outside agencies	5,442 01
353.	Advertising	2,170 52
358.	Stationery and printing	382 26
		10,686 59

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Transportation, Rail Line, Year ended March 31, 1916.

		$ cts.
No. 371.	Superintendence	4,713 02
372.	Despatching trains	5,203 08
373.	Station employees	72,571 78
376.	Station supplies and expenses	8,089 74
377.	Yardmasters and yard clerks	3,193 52
378.	Yard conductors and brakemen	4,667 46
379.	Yard switch and signal tenders	168 74
380.	Yard enginemen	6,890 21
382.	Fuel for yard locomotives	5,299 56
385.	Water for yard locomotives	224 71
386.	Lubricants for yard locomotives	126 22
387.	Other supplies for yard locomotives	75 92
388.	Enginehouse expenses—yard	222 77
389.	Yard supplies and expenses	88 54
392.	Train enginemen	32,211 16
394.	Fuel for train locomotives	58,735 12
397.	Water for train locomotives	2,019 55
398.	Lubricants for train locomotives	1,400 27
399.	Other supplies for train locomotives	957 03
400.	Enginehouse expenses—train	10,330 92
401.	Trainmen	48,391 29
402.	Train supplies and expenses	10,030 16
404.	Signal and interlocker operation	88 74
405.	Crossing protection	639 18
406.	Drawbridge operation	674 97
407	Telegraph and telephone operation	242 44
408	Operating floating equipment	502 98
410	Stationery and printing	6,489 37
415	Clearing wrecks	473 50
416	Damage to property	451 28
417	Damage to live stock on right of way	52 00
418	Loss and damage—freight	844 52
420	Injuries to persons	0 20
414	Insurance	1 25
		286,068 70

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY—General Expenses, Year ended March 31, 1916.

	$ cts.
No. 451 Salaries and expenses of general officers	4,771 90
452 Salaries and expenses of clerks and attendants	6,712 34
453 General office supplies and expenses	25 35
454 Law expenses	487 94
456 Relief department expenses	600 00
457 Pensions	5,126 11
458 Stationery and printing	284 89
460 Other expenses	86 71
	18,095 24

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

PRINCE EDWARD ISLAND RAILWAY—General Balance, Year ended March 31, 1916.

DR.	$ cts.	CR.	$ cts.
To General stores	54,045 50	By Dominion of Canada	71,598 05
Station agents	2,524 30	Unclaimed wages	50 71
Cash in transit	110 00	Freight in transit	51 38
Auditors suspense	136 47	By Individuals and companies ledger:	
To Individuals and Companies ledger:		Canadian Express Co. 5 27	
Post Office Department. 11,723 25		John Simon 215 40	
Province of Prince Edward Island 3 15		Buntain, Bell & Co 404 75	
Canada Steamship Lines. 1 05		J. J. Hughes & J. M. Clark. 15 00	640 42
Eastern Car Co 975 16			
Charlottetown Steam Navigation Co 0 36		By Traffic ledger:—	
Dept. Marine & Fisheries 16 00		SS. *Prince Edward Island*	436 52
Murray Harbour Branch telegraph earnings 5 69			
J. A. Hackett 12 60			
Canada Atlantic & Plant Steamship Co 9 65			
Dept. Railways and Canals 367 82			
Pittsburgh and Lake Erie Ry 3 87			
Anglo-American Telegraph Co 957 35			
	14,075 95		
To Traffic ledger:—			
Department Militia and Defence	1,826 11		
To Individuals and Companies ledger:			
Cash sales	0 92		
To Rents Ledger:—			
S. Kennedy $ 1 00			
McLean Brothers 1 00			
R. Ellis 2 00			
Wm. McLean 1 00			
Haywood & Campbell 2 00			
Sydney Gray 45 83			
D. D. Campbell 5 00			
	57 83		
	72,777 08		72,777 08

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

PRINCE EDWARD ISLAND RAILWAY—General Stores Account, Year ended March 31, 1916.

DR.	$ cts.	CR.	$ cts.
To Balance March 31, 1915	62,695 61	By issues during year ended March 31, 1916 $161,354 13	
Purchases during year ended March 31, 1916 $136,897 77		Sales of material, fuel, etc 7,115 68	168,469 81
Charges from other departments 17,659 71		Balance—	
Labour 2,577 04		Ordinary stores including fuel 35,595 04	
Staff pay rolls 2,685 18		Road stock store 18,450 46	
	159,819 70		54,045 50
	222,515 31		222,515 31

C. F. BURNS,
Auditor of Disbursements.

S. L. SHANNON,
Comptroller and Treasurer.

PRINCE EDWARD ISLAND RAILWAY—Statement of Cash Received, Year ended March 31, 1916.

DR.	$ cts.	CR.	$ cts.
To Balance on hand April 1, 1915	Nil.	By Amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1916	509,312 34
Station agents 439,906 80			
Traffic ledger 16,779 33			
Individuals and Companies ledger 51,426 85			
Rents ledger 1,087 46			
General ledger 111 90			
	509,312 34		
	509,312 34		509,312 34

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Statement of Averages, Year ending March 31, 1916.

Mileage of railway		274·9
Total engine mileage		455,503
Total train mileage		367,614
Total car mileage		2,280,639
Ratio of earnings to gross earnings—		
Revenue from transportation	Per cent.	99·57
Revenue from incidentals	"	0·43
Gross earnings per mile of railway	Dollars.	1,422·07
" " engine mile	"	0·86
" " train mile	"	1·06
" " car mile	Cents.	17·14
Ratio of expenses to gross earnings—		
Maintenance of way and structures	Per cent.	37·06
Maintenance of equipment	"	21·82
Traffic expenses	"	2·73
Transportation expenses	"	73·18
General expenses	"	4·63
Expenses per train mile—		
Maintenance of way and structures	Cents.	39·41
Maintenance of equipment	"	23·20
Traffic expenses	"	2·91
Transportation expenses	"	77·82
General expenses	"	4·92
Total per train mile		148·26
Expenses per mile of railway—		
Maintenance of way and structures	Dollars.	526·97
Maintenance of equipment	"	310·31
Traffic expenses	"	38·87
Transportation expenses	"	1,040·63
General expenses	"	65·83
		$1,982·61
Locomotive and car repairs, per locomotive and car—		
Locomotives, 31		$1,112 27
Passenger cars, 59		302 18
Freight cars, 530		36 52

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

PRINCE EDWARD ISLAND RAILWAY.—Statement of Receipts.

Month.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total Revenue.
1915.	$ cts.	$ cts.	$ cts.	$ cts.
April	12,122 16	13,853 07	Plus 3,059 74	29,034 97
May	11,728 54	19,717 59	" 2,083 47	33,529 60
June	12,526 64	18,721 32	" 2,478 04	33,726 00
July	23,133 28	18,974 96	" 7,106 48	49,214 72
August	18,599 35	14,254 64	" 2,680 85	35,534 84
September	19,871 98	15,497 66	" 2,492 84	37,862 48
October	16,115 60	17,125 08	" 2,398 87	35,639 55
November	14,114 81	21,581 19	" 2,470 27	38,166 27
December	16,310 51	15,299 92	" 7,602 24	39,212 67
1916.				
January	11,136 32	8,042 04	" 3,158 66	22,337 02
February	9,013 14	8,718 25	" 2,913 58	20,644 97
March	9,782 19	9,733 24	Less 3,491 70	16,023 73
1915–16	174,454 52	181,518 96	Plus 34,953 34	390,926 82
1914–15	187,622 15	184,416 25	Plus 43,457 04	415,495 44

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

PRINCE EDWARD ISLAND RAILWAY.—Passenger Statement.

Month.	Local.		Through.		Total	
	No.	Mileage.	No.	Mileage.	No.	Mileage.
1915.						
April	28,984	635,788	221	10,994	29,205	646,782
May	28,285	571,526	758	36,494	29,043	608,020
June	26,773	603,420	1,414	67,030	28,187	670,450
July	48,724	1,253,486	2,183	102,962	50,907	1,356,448
August	39,365	879,481	2,618	121,039	41,983	1,000,520
September	39,018	1,159,223	3,227	158,159	42,245	1,317,382
October	33,579	756,085	2,789	136,292	36,368	892,377
November	39,297	672,077	1,692	84,801	40,989	756,878
December	42,026	855,157	1,457	67,019	43,483	922,176
1916.						
January	26,490	601,118	582	28,452	27,072	629,570
February	20,062	484,361	105	4,939	20,167	489,300
March	22,772	539,679	114	5,867	22,886	545,546
1915–16	395,375	9,011,401	17,160	824,048	412,535	9,835,449
1914–15	401,831	8,998,815	21,665	979,304	423,496	9,978,119

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

PRINCE EDWARD ISLAND RAILWAY.—Freight Statement.

Month	Local.		Through.		Total	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1915.						
April	5,800	222,600	2,038	131,802	7,838	354,402
May	8,457	298,965	3,440	127,277	11,897	426,242
June	12,095	408,437	1,118	52,359	13,213	460,796
July	11,905	519,491	1,031	51,483	12,936	570,974
August	8,842	330,687	931	43,721	9,773	374,408
September	6,470	273,932	810	39,989	7,280	313,921
October	10,741	361,019	1,740	72,473	12,481	433,492
November	11,335	551,654	3,807	140,900	15,142	692,554
December	6,654	279,870	2,473	91,273	9,127	371,143
1916.						
January	3,466	120,319	1,153	45,552	4,619	165,871
February	6,141	225,319	642	29,081	6,783	254,400
March	7,078	255,347	695	32,182	7,773	287,529
1915–16	98,984	3,847,640	19,878	858,092	118,862	4,705,732
1914–15	108,055	4,025,669	17,217	841,834	125,272	4,867,503

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

PRINCE EDWARD ISLAND RAILWAY.—Comparative statement of principal revenue-producing freight over the Prince Edward Island Railway, in 1914-15 and 1915-16.

	1914-15.	1915-16.
	Tons.	Tons.
Products of Agriculture—		
Grain	17,207	10,394
Flour	4,581	3,164
Other mill products	1,096	1,243
Hay	4,828	6,626
Tobacco	208	181
Cotton	130	123
Potatoes	6,292	7,705
Fruit and vegetables	580	464
Other products of agriculture	873	1,334
Products of Animals—		
Horses and hogs	1,063	986
Sheep and cattle	3,720	3,587
Lambs	484	391
Dressed meats	2,265	2,268
Poultry and grain	397	313
Hides and leather	786	612
Wool	80	96
Fish	2,531	2,307
Oysters and clams	845	774
Other products of animals	1,438	900
Other packing house products	2,316	2,295
Products of Mines—		
Coal and coke	12,833	14,789
Sand, stone, etc	5,812	4,387
Salt	1,234	1,640
Slate and granite	97	75
Phosphate	6	5,855
Other products of mines	13	47
Products of Forests—		
Lumber	10,362	5,890
Bark	81	130
Cordwood	3,001	1,891
Wood pulp	2	8
Shingles	656	351
Other products of forests	738	1,012
Manufactures—		
Petroleum and oils	3,801	2,550
Sugar	1,233	1,983
Iron and steel rails	463	258
Iron, pig and bloom	27	128
Wire rods	78	87
Steel billets	5	.....
Other castings and machinery	1,583	1,230
Bar and sheet metals	54	94
Brick, lime, and cement	2,331	1,987
Agriculture implements	1,170	676
Wagons, carriages and tools	371	419
Wines, liquors and beers	371	488
Naval stores	9	28
Household goods and furniture	706	962
Immigrants effects	40	86
Miscellaneous	26,475	26,048
Total	125,272	118,862

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

TRANSCONTINENTAL RAILWAY.—Statement of Capital Expenditures for Road and Equipment Consolidated Revenue for year ending March 31, 1916.

	Amount Expended.
	$ cts.
1915—	
September	558,790 00
October	179,985 58
November	367,517 93
December	1,641,941 95
1916—	
January	44,354 63
February	19,213 75
March	368,183 97
	3,179,987 81

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

TRANSCONTINENTAL RAILWAY.—Revenue Account—Year ended March 31, 1916.

Expenditure.	$ cts.	Earnings.	$ cts.
Maintenance of way and structures	1,132,714 83	Passenger	473,109 61
Maintenance of equipment	576,821 07	Freight	3,776,275 90
Traffic	70,304 36	Mails and express	38,797 63
Transportation—rail line	2,005,086 44		4,288,183 14
Miscellaneous operations	3,796 31		
General	71,805 74	LESS—Miscellaneous	529,795 75
			3,758,387 39
		Balance	102,141 36
	3,860,528 75		3,860,528 75

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

TRANSCONTINENTAL RAILWAY.—Maintenance of Way and Structures—Year ended March 31, 1916.

		$ cts.
No. 201.	Superintendence	89,193 91
202.	Roadway maintenance	195,123 84
206.	Tunnels and subways	321 62
208.	Bridges, trestles and culverts	39,708 18
212.	Ties	135,199 75
214.	Rails	29,481 27
216.	Other track material	23,453 81
218.	Ballast	2,354 71
220.	Track laying and surfacing	349,293 00
221.	Right of way fences	719 47
223.	Snow and sand fences and snow sheds	70 56
225.	Crossings and signs	1,161 09
227.	Station and office buildings	14,626 00
229.	Roadway buildings	1,446 53
231.	Water stations	24,615 00
233.	Fuel stations	2,673 60
235.	Shops and enginehouses	26,489 67
241.	Wharves and docks	1,300 32
243.	Coal and ore wharves	18 02
247.	Telegraph and telephone lines	10,296 89
249.	Signals and interlockers	1,879 82
269.	Roadway machines	5,316 14
271.	Small tools and supplies	5,713 96
272.	Removing snow, ice, and sand	178,242 91
274.	Injuries to persons	143 21
276.	Stationery and printing	2,210 22
277.	Other expenses	1 00
278.	Maintaining joint tracks, yards, and other facilities. Dr.	2,956 73
		1,144,010 23
279.	Maintaining joint tracks, yards, and other facilities. Cr.	11,295 40
		1,132,714 83

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

TRANSCONTINENTAL RAILWAY.—Maintenance of Equipment, Year ended March 31, 1916.

		$ cts.
No. 301.	Superintendence	42,548 39
302.	Shop Machinery	11,127 74
304.	Power Plant machinery	5,962 06
308.	Steam locomotives—repairs	294,509 73
314.	Freight train cars—repairs	160,229 85
317.	Passenger train cars—repairs	48,286 83
320.	Motor equipment of cars—repairs	104 56
323.	Floating equipment—repairs	3,209 44
326.	Work equipment—repairs	8,757 26
332.	Injuries to persons	340 36
333.	Insurance	38 33
334.	Stationery and printing	1,682 57
336.	Maintaining joint equipment at terminals. Dr.	23 95
		576,821 07

S. L. SHANNON,

E. & O. E., MONCTON, N.B. *Comptroller and Treasurer.*

TRANSCONTINENTAL RAILWAY.—Traffic Expenses, Year ended March 31, 1916.

		$ cts.
No. 351.	Superintendence	38,974 94
352.	Outside agencies	13,912 84
353.	Advertising	12,854 85
354.	Traffic associations	487 93
356.	Industrial and immigration bureaus	675 24
357.	Insurance	10 66
358.	Stationery and printing	3,387 90
		70,304 36

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

TRANSCONTINENTAL RAILWAY.—Transportation, Rail Line, Year ended March 31, 1916.

		$ cts.
No. 371.	Superintendence	45,658 23
372.	Despatching trains	56,548 57
373.	Station employees	115,459 06
374.	Weighing, inspection, and demurrage bureaus	637 07
375.	Coal and ore wharves	502 33
376.	Station supplies and expenses	15,168 98
377.	Yardmasters and yard clerks	22,508 41
378.	Yard conductors and brakemen	45,562 43
379.	Yard switch and signal tenders	2,585 45
380.	Yard enginemen	25,115 91
382.	Fuel for yard locomotives	80,143 02
385.	Water for yard locomotives	387 36
386.	Lubricants for yard locomotives	652 55
387.	Other supplies for yard locomotives	513 81
388.	Enginehouse expenses—yard	22,444 53
389.	Yard supplies and expenses	1,936 38
390.	Operating joint yards and terminals. Dr.	40,455 00
392.	Train enginemen	244,105 12
393.	Train motormen	16 50
394.	Fuel for train locomotives	701,947 03
397.	Water for train locomotives	39,816 98
398.	Lubricants for train locomotives	10,448 75
399.	Other supplies for train locomotives	7,581 18
400.	Enginehouse expenses—train	138,629 34
401.	Trainmen	276,461 41
402.	Train supplies and expenses	49,187 06
403.	Operating sleeping cars	1,808 16
404.	Signal and interlocker operation	3,080 60
405.	Crossing protection	82 19
406.	Drawbridge operation	2,520 47
407.	Telegraph and telephone operation	4,323 49
408.	Operating floating equipment	31,598 37
410.	Stationery and printing	21,566 46
411.	Other expenses	0 70
412.	Operating joint tracks and facilities. Dr.	894 49
414.	Insurance	748 65
415.	Clearing wrecks	16,354 49
416.	Damage to property	1,343 49
417.	Damage to live stock on right of way	718 02
418.	Loss and damage—freight	1,708 46
419.	Loss and damage—baggage	85 40
420.	Injuries to persons	501 27
		2,031,807 17
391.	Operating joint yards and terminals. Cr.	26,720 73
		2,005,086 44

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

TRANSCONTINENTAL RAILWAY.—Miscellaneous Operations, Year ended March 31, 1916.

		$ cts.
No. 441.	Dining and buffet service	3,667 06
442.	Hotels and restaurants	129 25
		3,796 31

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

TRANSCONTINENTAL RAILWAY.—General Expenses, Year ended March 31, 1916.

		$ cts.
No. 451.	Salaries and expenses of general officers	7,317 23
452.	Salaries and expenses of clerks and attendants	40,951 81
453.	General office supplies and expenses	1,199 53
454.	Law expenses	5,661 99
455.	Insurance	7,725 65
457.	Pensions	8 71
458.	Stationery and printing	1,804 90
460.	Other expenses	7,135 92
		71,805 74

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

TRANSCONTINENTAL RAILWAY.—Rental of Leased Lines.

		$ cts.
	Amount paid to Grand Trunk Pacific Railway for rental of Lake Superior Branch from May 1915, to March 31, 1916, inclusive, at $50,000 per month	550,000 00

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

TRANSCONTINENTAL RAILWAY.—General Balance, Year ended March 31, 1916.

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
To General stores		518,850 24	By Dominion of Canada		1,872,908 93
Station Agents		147,967 12	Grand Trunk Railway Suspense account—rental		250,000 00
Auditors suspense		138,604 41	Apprentice fund		2,224 15
Railway equipment service		7,009 38	Employees medical fund		6,739 97
Cash in transit		1,418 46			
Freight in transit		10,428 47	By Individuals and Companies ledger—		
Unclaimed freight		0 50	Victor Aubut	20 00	
Unclaimed wages		75 00	Pierre Blier	20 00	
Stores suspense (advances)		412,687 90	Frank Belanger	20 00	
Receiver General—medical fund		17,348 11	Blue River Lumber Co	68 32	
Receiver General—apprentice fund		2,224 15	J. I. Brown	75 00	
Loss and damage—freight suspense		4,551 01	D. J. Buckley	15 00	
			Antonio Bourbeau	15 00	
To Individuals and companies ledger—			Canadian Pacific Railway—suspense	14,971 50	
Algoma Central & Hudson Bay Ry	311 48		Cash sales	251 74	
Atchison, Topeka & Santa Fe Ry	21 02		Thomas Clair	15 00	
Atlanta & West Point Ry	0 48		Joseph Desrosiers	20 00	
Atlantic Coast Line Ry	25 18		F. & M. Lumber Co	495 44	
Abitibi Power & Paper Co	71 98		Glendyne Slate and Roofing Co	9 58	
Armour Car Lines	0 70		Louis Goulet	287 50	
Ann Arbor Ry	0 36		Ferdinand Goulet	20 00	
Arizona Southern Ry	1 40		Groulx Bros. & Gauvreau	15 00	
Akron, Canton & Youngstown Ry	2 59		Grand Trunk Pacific Telegraph Co	1,385 03	
Boston & Albany Ry	6 62		Alfred Gosselin	15 00	
Boston & Maine Ry	14 01		W. J. Holmes	15 00	
Baltimore & Ohio Ry	22 04		Julien & Julien	20 00	
George Blais	43 75		James Lord	15 00	
Bangor & Aroostook Ry	1 40		Emery Lebrun	15 00	
Canada Railway News Co	110 98		P. Lapointe	15 00	
Canadian Pacific Railway	913 41		J. D. Massicotte	15 00	
Chicago, Rock Island & Pacific Ry	1 80		Mattagomi Pulp & Paper Co	1,570 82	
Canadian Express Co	446 58		Massicotte & Marchand	15 00	
Chicago, Burlington & Quincy Ry	21 98		J. D. McLaughlin	32 74	
Central Vermont Ry	13 28		H. J. M. Rothschild	1,884 60	
Canadian Northern Railway System	1,047 05		St. Maurice Lumber Co	25 72	
Chicago & Northwestern Ry	55 85		Donat Trudel, *et al*	15 00	
Cleveland, Cincinnati, Chicago & St. Louis Ry	26 48		August and John Violette	20 00	
Chicago, Indianapolis & Louisville Ry	1 40		T. H. VanDyke & Co	25 00	
Central of Georgia Ry	0 71		E. Vigneault	15 00	
Chicago, Milwaukee & St. Paul Ry	13 72		Wayagamack Pulp and Paper Co	15 00	
Chicago Great Western Ry	27 43				21,432 99
Canada Steamship Lines	50 52				
Chicago & Alton Ry	12 36		By Individuals and Companies ledger—		
Chicago & Eastern Illinois Ry	3 10		Grand Trunk Pacific Ry		0 33

Canadian Allis-Chalmers, Ltd	20 00	
Canadian Oil Companies	180 00	
Copp Stove Co	5 00	
Chesapeake & Ohio Ry	0 99	
Cincinnati, New Orleans & Texas Pacific Ry	6 47	
Chicago, Milwaukee & Puget Sound Ry	13 14	
Colorado & Southern Ry	2 48	
Central R.R. of New Jersey	20 83	
Chicago, St. Paul, Minneapolis & Omaha Ry	2 97	
Department of Militia & Defence	4,652 92	
Duluth, Winnipeg & Pacific Ry	10 50	
Delaware, Lackawanna & Western Ry	28 06	
Delaware & Hudson Co	30 89	
Dominion of Canada Guarantee & Accident Insurance Co	2 50	
J. N. Ducharme & Sons	68 32	
Detroit, Toledo & Ironton Ry	3 02	
Denver & Rio Grande Ry	0 46	
Erie R.R.	27 55	
Edmonton, Dunvegan & British Columbia Ry	2,288 60	
El Paso Southwestern Ry	1 57	
Fraser Lumber Co	72 80	
E. F. & G. E. Fauquier	124 89	
Fruit Growers Express	0 42	
Fort William Coal Dock Co	1,191 01	
Fort Dodge, Des Moines & Southern Ry	1 82	
Grand Trunk Ry	3,723 15	
Grand Trunk Pacific Ry	798,541 01	
Greater Winnipeg Water District	301 51	
Great Northern Railway System	85 76	
Jos. Goulet	28 12	
Gilmore & Pittsburg Ry	0 42	
Greer Bros. & Co.	146 65	
Georgia Southern & Florida Ry	1 55	
Hocking Valley Ry	16 45	
Intercolonial Ry	10,860 04	
Imperial Oil Co	5,360 27	
Illinois Central Ry	26 71	
Kansas City Southern Ry	0 32	
Lehigh Valley Ry	38 90	
Louisville & Nashville Ry	14 53	
Lehigh & New England Ry	7 14	
Louisiana & North West Ry	2 53	
D. J. Leger	13 65	
Mechanics Supply Co	0 88	
Minneapolis, St. Paul & S. S. Marie Ry	2 16	
Michigan Central Ry	26 88	
Mobile & Ohio Ry	1 80	
Carried forward	831,227 30	1,261,164 75

By Rents ledger—		
Maxime Albert, *et al*	15 00	
N. A. Gans	6 00	
J. T. Dussault	125 00	
J. J. Jewell	10 00	
E. Parson	10 00	
Canada Railway News Co	20 00	
		186 00
Carried forward		2,153,492 37

TRANSCONTINENTAL RAILWAY.—General Balance, Year ended March 31, 1916—*Continued.*

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
Brought forward	831,227 30	1,261,164 75	Brought forward		2,153,492 37
To Missouri Pacific Ry	7 22				
Maine Central Ry	3 98				
Massey-Harris Co	1 34				
Mount McKay Products Co	606 26				
Minneapolis & St. Louis Ry	9 55				
Missouri, Kansas & Texas Ry	6 14				
Maryland & Pennsylvania Ry	6 36				
McDonald & O'Brien	10 00				
National Transcontinental Ry. Commissioners	11,495 63				
New York Central Ry	110 66				
Northern Pyrites Mine Co	29 00				
Northern Pacific Ry	17 00				
New York, New Haven & Hartford Ry	46 60				
Northern Navigation Co	120 75				
New York, Susquehanna & Western Ry	1 09				
New York, Chicago & St. Louis Ry	2 93				
Nashville, Chattanooga & St. Louis Ry	6 01				
Norfolk & Western Ry	4 35				
New Orleans Great Northern Ry	0 29				
Norfolk & Southern Ry	2 06				
New Orleand, Texas & Mexico	3 77				
O'Brien, Fowler & McDougall Bros	309 28				
Post Office Department	1,784 16				
Parent Station	157 00				
N. M. Patterson & Co	10 00				
Pere Marquette Ry	78 89				
Pennsylvania R.R.	64 65				
Pittsburg & Lake Erie Ry	8 78				
Peerless Tank Line	20 69				
Pullman Co	340 79				
Philadelphia & Reading Ry	48 05				
Pennslyvania Co	39 72				
Pittsburg, Cincinnati, Chicago & St. Louis Ry	36 24				
Pacific Fruit Express	2 90				
Polar Refrigerator Line	19 48				
Pigeon River Lumber Co	27 84				
Piedmont & Northern Ry	2 16				
Pittsburg, McKeesport & Yough Ry	0 12				
Quebec Central Ry	0 90				
Quebec & Lake St. John Ry	5 55				
Quebec, Montreal & Southern Ry	1 85				
R. S. Richardson	22 95				
Rock Lake Lumber Co	317 01				

Rutland R.R.	13 58	
Roberts & Schaefer Co.	276 30	
Sayre & Holly Lumber Co.	24 45	
St. Maurice Construction Co.	827 95	
Seabord Air Line	1 31	
St. Louis & San Francisco Ry.	17 63	
Southern Pacific Ry.	25 89	
St. Lawrence Bridge Co.	460 63	
Steel Co. of Canada	13 12	
Sharp Construction Co.	2 47	
Estate Geo. Sharpe	164 76	
St. Anthony Mine	80 00	
Southern Indiana Ry.	3 29	
San Pedro, Los Angeles & Salt Lake Ry.	1 86	
Swift Refrigerator Line	0 69	
San Antonio & Arkansas Pass Ry.	1 76	
Southern Ry.	6 73	
Sandy Valley & Elkhorn Ry.	2 70	
Temiskaming & Northern Ontario Ry.	509 75	
Toronto, Hamilton & Buffalo Ry.	2 26	
Transrona Shell Co.	24,665 75	
Texas & Pacific Ry.	1 18	
Toledo, Peoria & Western Ry.	2 16	
Toledo & Ohio Central Ry.	2 04	
Transit Co.	43 14	
Van Buren Bridge Co.	18 08	
Union Pacific Ry.	5 37	
Union Terminal Co.	44 23	
Union Tank Line	1 00	
Union R.R.	1 85	
Vandalia R.R.	17 32	
Vicksburg, Shreveport & Pacific Ry.	1 53	
Western Union Telegraph Co.	44 72	
Wabash R.R.	5 34	
W. B. Way	47 30	
Robert Wilson	27 15	
Western Terminal Elevator Co.	54 94	
Wheeling & Lake Erie Ry.	2 40	
Western Shell Committee	190 25	
		874,630 18
To Individuals and Companies suspense ledger—		
Cash sales		102 71
To Traffic ledger—		
Department of Militia & Defence	14,161 65	
Delaware & Hudson Ry.	15 50	
Grand Trunk Ry.	65 58	
Carried forward	14,242 73	2,135,897 64

Carried forward		2,153,492 37

TRANSCONTINENTAL RAILWAY.—General Balance, Year ended March 31, 1916.—*Concluded.*

Dr.	$ cts.	$ cts.	Cr.	$ cts.	$ cts.
Brought forward	14,242 73	2,135,897 64	Brought forward		2,153,492 37
To Grand Trunk Pacific Ry	7 50				
Temiskaming & Northern Ontario Ry	35 51				
		14,285 74			
To Rents ledger—					
G. W. Gilmore	10 00				
Minister of Public Works, Ottawa	2 00				
W. A. Cowan	45 00				
Wayagamack Pulp & Paper Co	10 00				
Neil C. Jensen	10 00				
Brown Corporation	10 00				
Belg-Canadian Pulp & Paper Co	10 00				
J. N. Ducharme & Sons	78 78				
R. Bouchard	10 00				
L. Cyriac D'Aigle	1 00				
Perie Skenerily	10 00				
Seaman, Kent Co., Ltd	100 00				
Kaministiquia Power Co	1 00				
Imperial Oil Co	528 15				
Fort William Coal Dock Co	482 66				
Major E. R. Wayland	7 00				
J. Johnson	1 00				
Board of School Trustees, Raith, Ont	2 00				
B. P. Kent	15 00				
Chas. Carlgren	10 00				
F. Edwards	26 80				
Crossing Lumber Co	15 60				
G. E. Farlinger	381 00				
Gregory & Cooper	10 00				
F. Belyea	10 00				
E. F. Brison	10 00				
F. G. Jackson	10 00				
Fred Hamilton	20 00				
G. E. Farlinger	30 00				
M. McKinnon	20 00				
J. H. Atkinson and H. H. Cooper	10 00				
J. H. Skellam	10 00				
W. Bonnin	40 00				
W. Seroggie	10 00				
J. E. Lambert	10 00				
A. Keefe	20 00				
J. H. Johnson	10 00				
Leonidas Boisvert	1 00				
Kaministiquia Power Co	1 00				

Mount McKay Products Co.	10 00			
Rock Lake Lumber Co.	110 00			
Northern Pyrites Co.	25 00			
Pierre Blier	10 00			
Allan Line Steamship Co.	165 00			
		2,308 99		
To advances—				
George Ackman		1,000 00		
		2,153,492 37		2,153,492 37

E. & O. E., MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

TRANSCONTINENTAL RAILWAY.—General Stores Account, Year ended March 31, 1916.

DR.	$ cts.	$ cts.	CR.	$ cts.	$ cts.
To balance, March 31, 1915		65,183 55	By issues during year ended March 31, 1916	1,186,266 00	
Purchases during year ended March 31, 1916	1,681,537 87		Sales of material, fuel, etc	384,582 92	
Charges from other departments	331,533 23				1,570,848 92
Labour	4,518 92		BALANCE—		
Staff pay-rolls	6,925 59		Ordinary stores, including fuel	462,948 92	
		2,024,515 61	Roadway and bridge material	55,901 32	
					518,850 24
		2,089,699 16			2,089,699 16

S. L. SHANNON,
Comptroller and Treasurer.

C. F. BURNS,
Auditor of Disbursements.

TRANSCONTINENTAL RAILWAY.—Statement of Cash received, Year ended March 31, 1916.

DR.	$ cts.	$ cts.	CR.	$ cts.
To balance on hand April 1, 1915		Nil.	By amounts deposited to the credit of the Honourable Receiver General of Canada during the year ended March 31, 1916.	6,753,579 27
Amounts received during the year and credited as follows:—				
Station agents	5,328,913 25			
Traffic ledger	612,917 24			
Individuals and companies ledger	237,985 78			
Car service ledger				
Rents ledger	1,078 00			
General ledger	572,685 00			
		6,753,579 27		
		6,753,579 27		6,753,579 27

E. & O. E. MONCTON, N.B.

S. L. SHANNON,
Comptroller and Treasurer.

SESSIONAL PAPER No. 20

TRANSCONTINENTAL RAILWAY.—Statement of Averages, Year ended March 31, 1916.

Mileage of railway		2,009·12
Engine mileage		2,711,429
Total train mileage		2,286,109
Total car mileage		47,679,538
Ratio of earnings to gross earnings—		
Revenue from transportation	Per cent.	98·26
Revenue from incidentals	"	1·74
Gross earnings per mile of railway	Dollars.	1,870·66
" " engine mile	"	1·39
" " train mile	"	1·64
" " car mile	Cents.	7·88
Ratio of expenses to gross earnings—		
Maintenance of way and structures	Per cent.	30·14
Maintenance of equipment	"	15·25
Traffic expenses	"	1·87
Transportation rail line	"	53·34
Miscellaneous operations	"	0·11
General expenses	"	1·91
Expenses per train mile—		
Maintenance of way and structures	Cents.	49·55
Maintenance of equipment	"	25·23
Traffic expenses	"	3·08
Transportation rail line	"	87·68
Miscellaneous operations	"	0·19
General expenses	"	3·14
		168·87
Expenses per mile of railway—		
Maintenance of way and structures	Dollars.	563·79
Maintenance of equipment	"	287·10
Traffic expenses	"	34·99
Transportation rail line	"	997·74
Miscellaneous operations	"	2·14
General expenses	"	35·74
		$ 1,921 50
		$ cts.
Locomotive and car repairs, per locomotive and car—		
Locomotives, 102		2,922 54
Passenger cars, 56		860 96
Freight cars, 1,549		103 44

S. L. SHANNON,
Comptroller and Treasurer.

E. & O. E., MONCTON, N.B.

TRANSCONTINENTAL RAILWAY.—Statement of Receipts.

Date.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.	Less Rental.	Total Revenue.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1915.						
April	4,836 99	27,912 67	62 12	32,811 78	8,974 68	23,837 10
May	4,349 11	23,627 88	200 25	28,177 24	5,928 00	22,249 24
*May and June.	26,464 80	209,567 75	4,411 45	240,444 00	.....	240,444 00
June	13,605 65	42,040 31	471 98	56,117 94	6,242 60	49,875 34
July	28,612 81	129,999 97	3,553 78	162,166 56	6,627 05	155,539 51
August	45,586 55	175,342 70	6,967 39	227,896 64	14,827 69	213,068 95
September	87,799 55	282,557 24	7,572 78	377,929 57	55,236 10	322,693 47
October	57,183 78	650,887 70	9,177 65	717,249 13	35,239 21	682,009 92
November	59,513 80	639,272 15	14,137 57	712,923 52	126,527 65	586,395 87
December	51,500 73	634,222 43	47,846 06	733,569 22	102,515 51	631,053 71
1916.						
January	23,823 89	325,005 93	22,363 73	371,193 55	75,982 59	295,210 96
February	47,533 24	271,889 54	6,217 51	325,640 29	76,414 27	249,226 02
March	22,298 71	363,949 63	20,743 68	406,992 02	120,208 72	286,783 30
1915–16	473,109 61	3,776,275 90	143,725 95	4,393,111 46	634,724 07	3,758,387 39
1914–15	20,779 86	166,797 37	747 87	188,325 10	46,013 45	142,311 65

*Winnipeg to Westfort operated by Grand Trunk Pacific as agents for Canadian Govt. Railways.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

TRANSCONTINENTAL RAILWAY.—Freight Statement.

Month.	Local.		Through.		Total.	
	Tons.	Mileage.	Tons.	Mileage.	Tons.	Mileage.
1915.						
April	12,860	1,157,710	10,828	1,318,361	23,688	2,476,071
May	8,698	782,242	10,404	1,179,626	19,102	1,961,868
*May and June	40,127	5,897,240	40,318	5,912,050	80,535	11,809,290
June	21,718	1,632,940	12,335	1,192,756	34,053	2,825,696
July	42,768	8,750,132	25,319	6,677,386	68,087	15,427,518
August	56,895	10,863,596	25,522	7,270,354	82,417	18,133,950
September	56,862	17,278,244	69,775	27,127,908	126,637	44,406,152
October	75,525	18,811,781	286,741	119,041,480	362,266	137,853,261
November	74,418	21,426,109	299,424	127,364,057	373,842	148,790,166
December	73,464	21,460,448	279,330	116,323,168	352,794	137,783,616
1916.						
January	49,237	13,994,399	98,120	40,397,998	147,357	54,392,397
February	62,347	19,955,780	82,708	37,779,615	145,055	57,735,395
March	44,766	14,615,816	123,880	66,200,370	168,646	80,816,186
1915–16	619,775	156,626,437	1,364,704	557,785,129	1,984,479	714,411,566
1914–15	95,509	8,285,732	69,889	8,082,951	165,398	16,368,683

*Winnipeg to Westfort operated by Grand Trunk Pacific as agents for Canadian Govt Railways.

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

TRANSCONTINENTAL RAILWAY.—Passenger Statement.

Month.	Local.		Through.		Total.	
	No.	Mileage.	No.	Mileage.	No.	Mileage.
1915.						
April	3,554	180,325	563	21,222	4,117	201,547
May	3,719	186,457	535	31,186	4,254	217,643
May and June	37,328	1,033,354	.....	.....	37,328	1,033,354
June	6,420	1,364,918	1,156	92,601	7,576	457,519
July	26,265	971,778	5,145	627,792	31,410	1,599,570
August	24,399	1,549,097	4,392	1,249,407	28,791	2,798,504
September	29,522	909,949	10,560	6,525,338	40,082	7,435,287
October	27,146	824,333	4,520	1,579,717	31,666	2,404,050
November	31,900	761,170	4,503	2,013,884	36,403	2,775,054
December	38,270	780,149	3,610	1,519,057	41,880	2,299,206
1916.						
January	23,204	686,645	1,809	358,816	25,013	1,045,461
February	69,406	672,646	6,563	1,927,737	75,969	2,600,383
March	35,693	536,658	1,623	594,734	37,316	1,131,392
1915–16	356,826	9,457,479	44,979	16,541,491	401,805	25,998,970
1914–15	19,350	866,823	3,153	237,759	22,503	924,582

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

TRANSCONTINENTAL RAILWAY.—Comparative Statement of Principal Revenue-producing Freight carried over the Transcontinental Railway in 1914-15 and 1915-16.

	1914-15.	1915-16.
	Tons.	Tons.
Products of Agriculture—		
Grain	1,036	1,086,917
Flour	1,585	13,001
Other mill products	484	4,550
Hay	2,162	8,069
Tobacco	2	763
Cotton	20	821
Potatoes	5,818	7,018
Fruit and vegetables	2	6,891
Other products of agriculture	.....	3,202
Products of Animals—		
Horses and hogs	181	4,159
Sheep and cattle	76	2,437
Dressed meats	41	1,802
Poultry and game	1	75
Hides and leather	10	1,694
Fish	60	2,958
Other products of animals	15	627
Packing house products	18	2,505
Products of Mines—		
Coal and coke	23,960	278,531
Ore	.....	98,580
Sand, stone, etc	297	3,713
Salt	109	5,805
Phosphate	460	1,155
Other products of mines	19	1,279
Products of Forests—		
Lumber	30,140	119,588
Bark	153	1,132
Cordwood	40	13,690
Pulpwood	73,086	86,615
Shingles	1,226	2,871
Other forest products	8,511	17,156
Manufactures—		
Oils	293	22,546
Sugar	452	5,571
Iron and steel rails	57	24,347
Iron, pig and bloom	4	3,676
Other castings and machinery	1,285	20,914
Bar and sheet metals	101	1,707
Brick, lime, and cement	638	8,029
Agriculture implements	13	6,426
Wagons, carriages, and tools	27	3,465
Wines, liquors, and beers	87	4,601
Household goods and furniture	141	5,970
Immigrants' effects	11	935
Miscellaneous	12,777	98,688
Total	165,398	1,984,479

W. H. ESTANO,
Auditor of Traffic.

S. L. SHANNON,
Comptroller and Treasurer.

TRANSCONTINENTAL RAILWAY.—Statistical Statement of Earnings and Operating Expenses by Districts, Year ended March 31, 1916.

Summary.	5th District.			1st District.		
	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.
Train miles	94,845	219,615	314,460	81,427	144,842	226,269
Locomotive miles	99,650	237,941	337,591	88,963	184,791	273,754
Gross ton miles	20,816,306	106,258,606	127,074,912	20,876,711	71,555,679	92,432,390
Passengers and tons freight moved one mile	3,095,823	28,639,557	.....	3,245,030	22,134,770	.....
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Earnings—						
Passenger	56,601 43	.....	56,601 43	80,028 56	.....	80,028 56
Freight	.....	257,497 09	257,497 09	.....	150,293 24	150,293 24
Mails and express	6,050 60	.....	6,050 60	7,695 91	.....	7,695 91
Miscellaneous	— 16,328 30	— 37,810 63	— 54,138 93	— 12,379 21	— 22,017 05	— 34,396 26
Total revenue	46,323 73	219 686 46	266,010 19	75,345 26	128,276 19	203,621 45
Revenue per train mile	0 49	1 00	0 85	0 93	0 89	0 90
Revenue per locomotive mile	0 46	0 92	0 79	0 85	0 70	0 74
Revenue per 1,000 gross ton miles	2 23	2 07	2 09	3 61	1 79	2 20
Revenue per passenger and ton freight one mile (cents)	1·50	0·77	.....	2·32	0·58	.....
Surplus	.....	.....	.....	.....	.....	.....
Operating Expenses—						
Maintenance of way and structures	65,275 84	151,155 99	216,431 83	84,157 80	149,678 82	233,836 62
Maintenance of equipment	26,550 59	66,239 87	92,790 46	26,153 75	47,445 69	73,599 44
Traffic expenses	3,340 68	7,735 84	11,076 52	3,704 11	6,587 93	10,292 04
Station service	4,325 95	10,017 37	14,343 32	8,617 10	15,325 94	23,943 04
Yard service	545 15	4,906 39	5,451 54	2,568 59	23,117 36	25,685 95
Locomotive service (road)	38,423 30	91,736 92	130,160 22	43,937 19	91,254 17	135,191 36
Train service	13,045 61	30,209 05	43,254 66	12,572 76	22,361 27	34,934 03
Other transportation expenses	5,928 95	15,187 69	21,116 64	15,037 22	40,518 47	55,555 69
Total transportation expenses	62,268 96	152,057 42	214,326 38	82,732 96	192,577 21	275,310 07
Miscellaneous operations	.....	.....	.....	4 50	.....	4 50
General expenses	3,551 40	8,223 80	11,775 20	2,789 85	4,961 90	7,751 75
Total operating expenses	160,987 47	385,412 92	546,400 39	199,542 87	401,251 55	600,794 42
Cost per train mile	1 70	1 75	1 74	2 45	2 77	2 66
Cost per locomotive mile	1 62	1 62	1 62	2 24	2 17	2 19
Cost per 1,000 gross ton miles	7 73	3 63	4 30	9 56	5 61	6 50
Cost per passenger and ton freight one mile (cents)	5·20	1·35	.....	6·15	1·81	.....
Deficit	114,663 74	165,726 46	280,390 20	124,197 61	272,975 36	397,172 97

TRANSCONTINENTAL RAILWAY—Statistical Statement of Earnings and Operating Expenses by Districts, Year ending March 31, 1916.

Summary.	2nd District.			3rd District.			Total Districts.		
	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.	Passenger.	Freight.	Total.
Train miles	158,979	396,633	555,612	129,830	1,059,938	1,189,768	465,081	1,821,028	2,286,109
Locomotive miles	166,528	449,017	615,545	161,825	1,322,714	1,484,539	516,966	2,194,463	2,711,429
Gross ton miles	68,316,872	310,253,976	378,570,848	63,220,292	1,267,572,767	1,330,793,059	173,230,181	1,755,641,028	1,928,871,209
Passengers and tons freight moved one mile	10,751,329	90,929,732	.....	8,906,788	583,295,307	.....	25,998,970	724,999,366	.....
Earnings—	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Passenger	170,327 14	.....	170,327 14	166,152 48	.....	166,152 48	473,109 61	.....	473,109 61
Freight	.....	492,967 84	492,967 84	.....	2,875,517 73	2,875,517 73	.....	3,776,275 90	3,776,275 90
Mails and express	14,000 54	.....	14,000 54	11,050 58	.....	11,058 58	38,797 63	.....	38,797 63
Miscellaneous	− 43,245 09	−107,908 66	−151,153 75	− 31,650 65	−258,456 16	−290,106 81	−103,603 25	−426,192 50	−529,795 75
Total revenue	141,082 59	385,059 18	526,141 77	145,552 41	2,617,061 57	2,762,613 98	408,303 99	3,350,083 40	3,758,387 39
Revenue per train mile	0 89	0 97	0 95	1 12	2 47	2 32	0 88	1 84	1 64
Revenue per locomotive mile	0 85	0 86	0 85	0 90	1 98	1 86	0 79	1 53	1 39
Revenue per 1,000 gross ton miles	2 07	1 24	1 39	2 30	2 06	2 08	2 36	1 91	1 95
Revenue per passenger and ton freight one mile (cents)	1 31	0 42	.....	1 63	0 45	.....	1 57	0 46	.....
Surplus	.....	.....	.....	.....	953,289 46	903,454 15	.....	288,182 75	.....
Operating expenses—									
Maintenance of way and structures	70,152 91	175,051 24	245,204 15	47,703 13	389,539 10	437,242 23	267,289 68	865,425 15	1,132,714 83
Maintenance of equipment	44,608 49	103,857 59	148,466 08	29,795 45	232,169 64	261,965 09	127,108 28	449,712 79	576,821 07
Traffic expenses	7,813 46	19,496 78	27,310 24	2,359 35	19,266 21	21,625 56	17,217 60	53,086 76	70,304 36
Station service	6,161 74	15,375 26	21,537 00	7,779 59	63,527 42	71,307 01	26,884 38	104,245 99	131,1 3037
Yard service	1,080 65	9,725 82	10,806 47	8,682 01	164,958 15	173,640 16	12,876 40	202,707 72	215,584 12
Locomotive service (road)	75,374 99	203,275 61	278,650 60	64,739 88	533,301 56	598,041 44	222,475 36	919,568 26	1,142,043 62
Train service	22,074 86	55,082 99	77,157 85	18,579 94	151,721 99	170,301 93	66,273 17	259,375 30	325,648 47
Other transportation expenses	8,150 15	17,595 12	25,745 27	10,059 94	77,701 04	87,760 98	39,176 26	151,002 32	190 178 58
Total transportation expenses	112,842 39	301,054 80	413,897 19	109,841 36	991,210 16	1,101,051 52	367,685 57	1,636,899 59	2,004,585 16
Miscellaneous operations	2,472 82	.....	2,472 82	1,820 27	.....	1,820 27	4,297 59	.....	4,297 59
General expenses	4,819 97	12,003 66	16,823 63	3,868 16	31,587 00	35,455 16	15,029 38	56,771 36	71,805 74
Total operating expenses	242,710 04	611,464 07	854,174 11	195,387 72	1,663,772 11	1,859,159 83	798,628 10	3,061,900 65	3,860,528 75
Cost per train mile	1 53	1 54	1 54	1 50	1 57	1 56	1 72	1 68	1 69
Cost per locomotive mile	1 46	1 36	1 39	1 21	1 26	1 25	1 54	1 40	1 42
Cost per 1,000 gross ton miles	3 55	1 97	2 26	3 10	1 31	1 40	4 61	1 74	2 00
Cost per passenger and ton freight one mile (cents)	2·26	0·67	.....	2·19	0·29	.....	3·07	0·42	.....
Deficit	101,627 45	226,404 89	328,032 34	49,835 31	.....	.....	390,324 11	.....	102,141 36

MONCTON, N.B., July 20, 1916.

S. L. SHANNON, *Comptroller and Treasurer.*

INTERCOLONIAL RAILWAY.—Statement of Casualties for Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915							
April 1	13·50	.....	.....	.....	.....	.....	Morisette's siding.
" 1	11 30	Light.....	Engine.....	A. J. Harned.....	G. H. Brown.	2629	St. John.....
" 2	4 49	10	Passenger...	H. Baker.	A. M. Steeves.....	440	Sackville.
" 7	14 15	Special.....	Freight...	A. J. McDonald...	J. Gazley.....	151	Macean...
" 8	19.40	1	Passenger...	J. W. Coles.....	Jas. Moody.....	640	Sussex, N.B.....
" 10	12.58	33	Passenger...	W. A. Mitchell....	.....	.....	Levis, P.Q.....
" 12	9.30	55	Passenger...	A. Mahoney.....	J. B. Champion...	105	Stellarton.....
" 13	7.20	Extra.....	Freight.....	C. E. Brown.....	E. Burke.	149	Bedford .....
" 16	15.58	Military....	Special.....	J. N. Bernier.....	H. Toohey.....	119	Aston Jct..
" 19	10.31	33	Passenger...	G. Walker.....	A. Franck	156	Ste. Louise ...
" 21	19.30	.....	.....	.....	.....	.....	St. Anselme.....
" 23	....	44	...	J. Wilson	E. Lacombe. ...	136	East of Bic ...
" 26	.....	.....	.....	.....	.....	.....	Eel River...
" 29	17.30	Extra.....	Freight.....	D. Hanson...	R. Miles..	.....	Centreville....
May 1	9.45	145	Passenger...	M. Verville....	M. Houston.....	619	St. Hyacinthe
" 11	8.15	.....	.....	.....	.....	.....	Moncton Yard..
" 15	4.45	33	Passenger...	J. A. Hughes.....	.....	407	Brentwood.....
" 29	8.48	9	Passenger...	J. Buchanan.....	J. McLellan.....	426	Richmond.....
" 31	11.30	.....	Shunter.....	E. J. Abell.....	H. Cameron.....	806	Moncton.....
June 1	11.30	.....	.....	.....	Geo. Milne.....	636	St. John, N.B...
" 16	8.32	200	Passenger...	L. E. Proulx.....	J. Toohey.....	409	St. Hyacinthe..
" 17	..	.....	.....	.....	.....	.....	Antigonish... ..
" 18	5.20	Military....	Special.....	G. Henderson...	T. Eagles.....	404	Petitcodiac.. ...
" 22	9.35	39	Freight.....	J. Harvey.....	W. Ingram.....	266	Nelson Jct... ...
" 25	.....	.....	.....	.....	J. Stewart...	445	Moncton.....
" 29	14.00	.....	.....	G. L. Nixon.....	E. Doyle.....	1091	Pt. Du Chêne.
" 29	5.10	Extra.....	.....	O. Samson.....	W. Blanchette....	139	Aston Jct.....
May 29	.....	.....	.....	.....	.....	.....	North Sydney.
July 3	8.20	Freight.....	Special.....	E. Matatall.....	F. Hamilton.....	603	Waverly.....
" 5	.....	.....	.....	.....	.....	.....	Matapedia.....
" 5	4.00	.....	.....	.....	.....	.....	New Glasgow...
" 6	8.30	.....	Switcher....	W. Hunter.....	E. Stirling. ...	1177	St. John, N.B...
" 9	8.05	.....	.....	J. Drake.....	M. Schurman.....	839	Halifax, N.S....
" 10	4.37	9	Passenger...	W. L. Broad.....	W. H. Anderson...	404	Sussex.....
" 13	24.00	12	Freight.....	W. H. Wilbur....	T. Townsend.....	104	Penobsquis....
" 16	.....	33	Passenger...	.....	.....	.....	Hadlow.....
" 18	8.50	199	Passenger...	A. Dionne.....	J. Gilker.....	444	Near Val Brilliant

SESSIONAL PAPER No. 20

Year ending March 31, 1916.

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
D. Gamache	Employee	Unloading rails	Foot jammed.	
Alex. Adams	Neither...	Standing along side of track; struck by engine.	Slightly injured	
Sam'l. Ison.	Trespasser.	Stealing a ride, fell between cars	Face scratched and shaken up.	
Fred. Purdy...	Neither....	Jumping on and off trains, fell under cars.	Fatal	Railway exonerated.
Wm. Ashe...	Neither...	Crossing track in front of engine. Hit by engine.	Fatal.	Railway exonerated.
John Daley	Passenger...	Intoxicated; fell off train	Back, hip and leg bruised	
J. B. Champion	Employee.	Struck on head by lump of coal falling from tender.	Head cut.	
Geo. Griswold...	Neither...	Standing on track; struck by train.	Fatal	Railway exonerated.
L. Orr	Passenger—Soldier.	Fell off train	Slightly hurt.	
Ernest Berube..	Passenger...	Jumped off train while in motion.	Badly injured.	
W. U. Appleton A. D. Porter C. Stuart.....	Employees.	While running motor car ran into rear of standing train.	Slightly injured.	
Henry Beaulieu.	Neither....	Supposed to be walking on track; struck by train.	Fatal	Railway exonerated.
J. Stephenson...	Conductor..	Unloading freight	Back hurt	
W. Markey...	Employee.	Standing on top of cars; struck by electric wire.	Cut about temple and nose.	
Jos. Champoux..	Employee..	Knocked from train by dwarf switch.	Left leg injured.	
Geo. Downing...	Employee	Run over while inspecting train.	Fatal	Railway exonerated.
J. Cormier.....	Employee.	Knocked to ground only	Slightly injured..	
Marg't. Milligan.	Passenger	Supposed to have jumped out of window.	Fatal	Railway exonerated.
R. B. Schurman	Passenger...	Standing on car platform; thrown from train by lurch.	Neck and shoulder cut and bruised.	
F. M. Barnes...	Employee	Fell off top of box car.	Right arm broken.	
Geo. Milne.....	Employee..	Slipped and fell while alighting from engine.	Ankle sprained.	
Hormidas Quevillon.	Neither...	Struck by train	Fatal	Railway exonerated.
Eusebe Turcotte	"	"	"	"
John Benoit.....	Employee.	Fell off car while loading timber.	Face cut; arm and leg injured.	
H. Homan C. Karalika	Soldier psgr. "	Hands out of windows coming in contact with cars on siding.	Hands bruised.	
Wm. Young.	Employee.	Struck by train while riding on hand car.....	Fatal	Railway exonerated.
J. Mahoney..	Employee.	Jammed against door by engine.	Slightly injured.	
Annie Brydges...	Neither....	Playing under cars; run over	Fatal	Railway exonerated.
J. St. Laurent. ..	Employee	Missed footing while getting on engine.	Right leg bruised.	
Walter Long.	Neither.....	Slipped and fell between freight shed and car.	Knee cap broken.	
E. Matatall. E. Burke. E. Langis.....	Employee.. Employee Employee	Van and cars derailed... Baggage falling on foot...	Badly burned. Slightly injured. Foot smashed.	
A. M. Reid.....	Employee	Fell off car while unloading lumber	Wrist broken and hip injured.	
Geo. F. Wetmore	Brakeman.	Coupling cars.	Finger badly smashed.	
James Ryan....	Employee	Shifting iron on car; foot caught	Foot jammed.	
Frank Drake....	Neither...	Stealing ride; fell off cars..	Left leg cut off.	
(Unknown)....	Neither...	Struck by engine while sitting on track.	Fatal	No inquest
John M. Brown..	Soldier psgr.	Fell from train	Back injured.	
Sylvas Sysvan	Neither...	Struck and killed by train while on trolley car	Fatal	Railway exonerated.

INTERCOLONIAL RAILWAY.—Statement of Casualties for Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915							
July 20	3.30	Work.....	Extra.....	C. Audet.....	J. Young.....	320	Moffatts.....
" 24	5.30	.....	.....	.....	.....	834	Mont Joli.....
" 26	.....	.....	.....	.....	.....	....	Near Sully (N.T.R)
" 30	11.30	Work.....	Extra.....	N. Morton.....	M. Wortman.....	11	Barnaby River.
" 30	5.25	33	Passenger...	W. A. Mitchell....	W. E. Turner.....	452	Ste. Madeleine.
Aug. 2	5.30	.....	Switcher....	W. Pettipas.....	D. A. Stewart....	1088	New Glasgow.....
" 7	9.30	.....	Special.....	J. Russell.....	R. E. Linden.....	38	Barnaby River.
" 8	14.00	.....	.....	.....	.....	....	Thorburn.....
" 10	3.15	200	Passenger...	D. Jamieson.....	C. Chapman.....	269	Canaan.....
" 13	1·50	200	Passenger...	W. Crockett.....	J. Stewart.....	445	Newcastle.....
" 18	.....	.....	.....	.....	.....	....	Sacré-Coeur.....
" 18	10.00	175	Freight.....	W. W. Gordon....	.....	122	Harbor Au Bouche.
" 22	.....	39	Acco.	J. Card.....	L. Gilker.....	46	Eel River.....
" 28	5.50	200	Passenger...	W. Hopper.....	J. D. McDonald..	454	On train.....
" 24	6.55	133	Passenger...	W. L. Broad.....	W. Coffee.....	629	Moncton.....
Sept. 3	7.30	Work.....	Extra.....	J. R. Cormier....	W. S. Lutes.....	77	Amherst, N.S.....
" 4	7.30	.....	Special.....	H. Boutin.....	G. Lambert.....	89	Daveluyville.
" 9	7.15	76	Freight.....	.....	Gallan.....	842	Campbellton.....
" 10	2.28	64	Passenger...	C. D. Phillips.....	J. Hessian.....	1087	Bedford.....
" 14	9.15	Special.....	Passenger...	J. Halliday.....	E. McKenzie.....	211	Hilden.....
" 15	5.30	Work.....	Extra.....	M. Wrynn.....	F. Hicks.....	1025	Sackville.....
" 15	4.13	Work.....	Extra.....	V. Gendron.....	Jos. Filion.....	94	St. Eugene.....
" 15	4.13	Freight.....	Extra.....	W. St. Pierre.....	J. Bruce.....	643	St. Eugene.....
" 21	8·10	34	Passenger...	W. Ferguson.....	G. Anderson.....	447	Moncton Yard.....
" 22	5.20	Light.....	Engine.....	.....	H. Lynds.....	420	Truro Yard.....
" 23	8.45	Way.....	Freight.....	D. Jamieson.....	.....	....	Russell's siding.....
" 25	7.10	2	Mixed.....	D. R. Hanson.....	P. Ivory.....	1015	Avondale Road.....
" 27	7.28	199	Passenger...	A. Begin.....	E. B. Price.....	444	Assametequaghan...
" 29	4.50	.....	Extra.....	A. Boutin.....	E. Mitchell.....	97	Ste. Rosalie Jct.
Oct. 3	8.30	Light.....	Engine.....	J. Hefler.....	C. Moxon.....	839	Halifax.....
" 10	3.30	.....	Extra.....	M. McDonald.....	A. Phinney.....	203	Amherst.....
" 10	11.30	74	Freight.....	H. LeBel.....	P. Michaud.....	283	Isle Verte.....
" 14	5.00	34	Passenger...	M. Thompson.....	J. Stewart.....	445	Beaver Brook.....
" 19	10.56	1	Passenger...	T. Guinan.....	H. McDonald.....	627	Greenville.....
" 24	5.30	Freight.....	Extra.....	D. Hanson.....	R. Miles.....	1006	West Derby Jct.....
" 25	6.20	Way.....	Freight.....	.....	.....	....	Beloeil.....
" 27	10.30	.....	Extra.....	A. Frechette.....	A. Ferguson.....	606	Beloeil.
" 29	1.30	31	Passenger...	C. Trueman.....	P. P. Cormier....	8	Pt. du Chêne.....
Nov. 1	9.05	.....	.....	.....	.....	....	Levis, P.Q.....

SESSIONAL PAPER No. 20

Year ending March 31, 1916—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
James Garnett...	Employee..	Foot caught in machinery by engine.	Ankle injured.	
Alphonse Dubé..	Employee..	Struck by train.....	Head cut and side injured.	
Joseph Nadeau..	Employee..	Thrown from hand car.....	Slightly injured.	
Frank Lutes.....	Employee..	Heating water with car heater hose.	Hand scalded (right).	
Sharres Savard..	Neither.....	Walking on track; struck by train..	Fatal.....	Railway exonerated.
W. Pettipas.....	Employee..	Caught between engine and car while coupling.	Shoulder jammed.....	
Mrs Margaret Quilty.	Neither.....	Crossing tracks; struck by train..	Fatal.....	No inquest.
Alex. McDonald	Neither.....	Attempting to stop car with blocks	All fingers on left hand smashed.	
John Gallagher..	Neither.....	Attempting to board train missed footing.	Toe cut off and foot smashed.	
Ernest Miller....	Employee..	Painting bridge; struck by side of train.	Fatal.	No inquest.
Ernest Michaud.	Employee..	Loading rails.....	Thumb crushed.	
J. P. Smith.....	Employee..	Fell from top of train.....	Collar bone broken, two ribs fractured.	
Sam'l. Gervais..	Neither.....	Attempted to board moving train.	Leg bruised and head cut.	
Jude Gautreau...	Passenger...	Window falling on arm.....	Elbow joint dislocated.	
Otto Crossman..	Employee..	Walking on track; struck by engine.	Badly shaken up.	
J. McLean.....	Employee..	On plow, thrown from track.....	Hip dislocated.	
Raoul Lord.....	Employee..	Rear end collision.....	Right leg dislocated, head injured.	
J. G. Stockford..	Employee..	Struck by switch engine.....	Slightly injured.	
Miss A. Ralsey..	Passenger...	Attempted to board moving train, thrown to platform.	Elbow injured and shaken up.	
Mrs. Wright.....	Passenger...	Fell off slowly moving train.....	Badly shaken up.	
A. W. Mitton....	Employee..	Coupling cars on curve.....	Chest crushed.	
L. Genois.....	Employee..	2nd N. 147 train running into rear of freight.	Slightly injured	
Jos. Lussier....	" ..	" "	"	
Geo. Zurk.....	Passenger...	" "	"	
T. P. Graham...	Employee..	Fell from moving train while opening vestibule doors.	Fatal.....	No inquest.
Wm. Perrian.....	Neither.....	Crossing tracks in yard. Struck by engine.	Fatal.....	Railway exonerated.
Robt. Murray...	Passenger...	Sitting on chair in van, chair upset when train gave lurch.	Head slightly cut.	
D. Hanson.....	Employee..	Loading baggage in car.....	Elbow injured.	
William Carr....	Passenger...	Being taken to asylum; jumped through window of car.	Head badly cut and two ribs fractured.	
Emile Forgues...	Employee..	Right hand squeezed between tender and van.	Bruised.	
L. Baker.....	Employee..	Fell off box car.....	Fatal.....	No inquest.
Thos. White.....	Neither....	Try to board moving train, fell off.	Both feet cut off.	
Marjorique Dube. Alphonsine Dubé. Cyrille Dubé	Neither...	Driving team over crossing, struck by train.	Fatal..	No inquest.
Wm. R. Robinson.	Neither....	Struck by train.....	Fatal.	Railway exonerated.
H. McDonald.	Employee...	Engine derailed.....	Leg broken.	
Robert Bernard.	Neither.....	Lying on track, struck by train....	Fatal...	Railway exonerated.
Sam Edwards..	Passenger...	Train run into by G.T.R. extra 548.	Shoulder slightly hurt.	
Armand Dupre..	Neither.....	Supposed to have crawled under train while intoxicated.	Left leg crushed.	
Lorne Trites.....	Employee..	Leaning head out of train, came in contact with object.	Head cut and hip injured.	
Wm. Henry Dickson.	Hatchman..	Struck by coal clam while unloading coal.	Fatal.	Accidental.

INTERCOLONIAL RAILWAY.—Statement of Casualties for Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915							
Nov. 2	7 12	200	Passenger...	A Begin.....	J. Gilker...	444	Causapscal..
" 6	3 45	34	Passenger...	J. B. Dubé.....	L. V. Sheedy..	450	Cap St. Ignace..
" 8	10 00						New Glasgow.
" 8		Freight....	Extra...	R. W. Duff.....	K. Cool.....	131	McLean's Siding
" 8	1 45		Way-freight	J. R. McManus...	J. T. Cain....	104	Sussex....
" 12	11.30	85		E. Johnson...	J. Gazley.....	148	Springhill Jct...
" 15	1.30	56	Passenger...	W. F. Kerr..	A. Sutherland....	103	Stellarton.....
" 15	3.50		Way freight	J. T. Doyle..	M. O'Shaughnessy	50	Gloucester Jct
" 16	6.30		Way freight	E. A. Smith..	G. Demille.....	6	Rothesay....
" 20	11.00		Switcher....	J. Drake....	P. McInnes....	828	Halifax, N.S..
" 26	7 30	Special.....	Passenger...	A. Fournier.	J. Gendron...	283	Cap St. Ignace..
" 30	9 50			J. H. Bleakney...	H. E. Somers.....	821	Moncton, N.B
Dec. 1	10.35	302	Passenger...	J. Cameron..	W. A. Jewett.....	1103	Marysville...
" 5	11.15	254		J. Hamilton		2514	Moncton, N.B
" 5	9.30		Switcher....	W. Belanger.....	H. Maisey.	842	Campbellton..
" 6	10.00						Moncton....
" 6	4 00	75	Passenger...	C. Morton.		256	Berry Mills.
" 6	5.30						St. John
" 11	12 50	G.T.R. 19..		J. Lambert.....	F. Doyle.	400	St. Romuald...
" 23	3.40	Extra.....	Freight.....	G. A. Bonneau...	Kirouac.....	2509	St. Hilaire..
" 30	3.37	1	Passenger...	H. A. Stitson.....	R. McWilliams....	26	Kensington..
" 31	9.30		Switcher....	T. Bell	C. McTiernan.....		Halifax
1916							
Jan. 1	12 30		Freight....	L. Orchard..	C. Killam.	272	Causapscal...
" 3	11 46	Extra.	Ex. freight..	E. Johnson....	Isnor	625	Thomson..
				C. Cochrane..	McGowan.....	406	
					Wortman...		
" 3	6.30		Switcher....	R. Welling...	J. H. Burns.....	830	Moncton...
" 5	1 12	200	Passenger...	A. Begin.....	J. Gilker.....	444	Flat Lands.
" 8	8 35	83	Passenger...	J. Coffey...	W. Carson.	1092	Sackville.
" 8	6 45	79	Passenger...	A. Calder..	T. Wilson...	620	Trenton.
" 15	10 20	175	Freight	D. McDonald...	D. Campbell....	70	Sydney, N.S.
" 14	10 00						Moncton.
" 15	9 55	199	Passenger...	A. E. Brown.	W. Wall	415	Truro, N.S..
" 15	10 45	76	Freight.	C. W. Lutes.....	P. O'Toole.	206	North of Alton.
" 18	9.50		Freight.	H. Camire.		2503	St. Leonard Jct
" 21	20 00						Moncton.
" 22	6.20	200 5th	Passenger...				Elmsdale.
" 22	6 15	230	Freight..	J. Stephenson..	O. Gilker.	623	Campbellton..
" 24	6 45	6	Passenger...	I. N. Hopper.	J. Wall.	415	Enfield..

Year ending March 31, 1916—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
Mrs. Leonard Benoit.	Neither...	Struck by train..	Fatal.	Railway exonerated.
Miss Irene Simmons.	Passenger...	Jumping from train while in motion	Leg broken.	
Alex. McDonald.	Employee.	Thumb caught in car door.....	Thumb crushed.	
Gilker.	Employee..	Fell off top of box cars..	Ankle sprained.	
Angus McDonald.	Employee.	Stepped on tie while getting off engine.	Ankle sprained.	
Andrew Carylle.	Employee.	Coupling cars..	Fore finger on right hand smashed.	
Sam'l. Fiefield...	Neither...	Trying to board train while in motion.	One arm cut off.	
J. T. Doyle.....	Neither.....	Fell in van.....	Face cut.....	
Chas. N. Cook..	Employee..	Caught between engine and platform.	Badly jammed.	
Hector McKinnon.	Employee	Fell from top of car..	Back injured.	
Geo. Frigault.	Neither...	Crossing tracks in team, struck by train.	Fatal.....	Railway exonerated.
Mrs. Edgar Methot.	Neither.....	Crossing tracks in team, struck by train.	Fatal.	
A. W. Wright.	Porter, C.P.R.	Cars running away and bumping into others.	Head cut.	
Isiah Phillips...	Neither.....	Walking on track, struck by train	Fatal....	Railway exonerated.
A. Goodwin.....	Employee..	Fell off engine.....	Right wrist broken	
J. A. Gauthier...	Employee.	Hand caught between draw- bars	Hand crushed.	
H. Kelly.....	Employee..	Handling freight, slipped and fell.	Ankle sprained.	
Percy Steeves....	Employee, not on duty	Found along side of track injured..	Not serious.	
Abraham Tracey	Neither.....	Thrown from top of box car.....	Fatal..	Railway exonerated.
Oliver Gagnon...	Neither.....	Walking on track; struck by train..	Head cut.	
G. A. Bonneau...	Employee.	I.C.R. train run into G.T.R. train	Slightly injured.	
Thomas Stewart	Neither....	Driving team across track; struck by train.	Cut about head and face. Not serious.	
John Cameron .	Neither.....	Driving team across track; struck by train.	Shoulder injured. Not serious.	
Frank Bell ..	Employee..	Jammed between cars...	Shoulder injured, not serious.	
J. Berube... ..	Employee..	Finger caught in side rod while passing engine.	Finger cut off.	
E. Johnson....	Employee..	Extra 625 ran into rear of extra 78..	Fatal...	Railway exonerated.
H. McGowan...	Employee..	Extra 625 ran into rear of extra 78..	Face cut and wrist sprained	
Chas. McAllister.	Employee..	Extra 625 ran into rear of extra 78..	Ankle badly sprained	
Nelson Main.....	Employee..	Putting hose on car; run over.....	Fatal..	No inquest
Levi Adams...	Neither.....	Walking on track; struck by train	Badly injured.	
John Jones.. .	Passenger...	Slipped or jumped off train.....	Head badly cut.	
Wm. J. Bucksworth.	Passenger...	Jumped from moving train....	One foot cut off.	
Lea Fogarty.. .	Neither...	Driving team over crossing; struck by train	Right hand and leg injured. Not serious.	
James Power..	Employee	Oiling turntable; slipped through between cross ties.	Legs badly bruised.	
Trueman McKay	Neither..	Driving team over crossing; struck by train.	Arm slightly bruised.	
S. J. Horton. .	Employee	Fell from train while in motion	Slightly injured.	
Harvey Croteau	Employee.	Fell from train while in motion. ..	Left foot injured.	
A. J. Powell. ..	Employee	Freight falling on foot.	Foot bruised.	
Ed. Graves. .	Cook, C.P. Ry. Com. car.	Brakes going into emergency; knocked down.	Back injured.	
John Savidant	Neither. .	Riding on freight cars; fell under wheels.	Fatal	Railway exonerated.
John Stanford	Passenger. .	Slipped from car steps of moving train. .	Leg broken, nose and back injured.	

INTERCOLONIAL RAILWAY.—Statement of Casualties for Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name. of conductor.	Name. of driver.	No. of Engine	Place of Accident.
1916							
Feb. 3	15.00	.....	Snow train..	.....	.....	1016	Riv. du Loup.....
" 8	7.45	.....	.....	.....	.....	....	Moncton Yard.....
" 9	5.10	24	Passenger...	H. G. Thompson.	G. Cuthbertson...	402	Island Yard.....
" 9	.....	.....	.....	.....	.....	1016	St. Charles Jct.....
" 11	12.45	199	Passenger...	A. E. Brown.....	W. Gross.....	453	Amherst.....
" 10	2.45	.....	.....	.....	.....	....	James River.....
" 11	1.20	5	Passenger...	D. McIntosh.....	T. Hennessy.....	414	South River.....
" 16	1.50	5	Passenger...	J. McDonald.....	T. Hennessy.....	420	Bayfield Road.....
" 21	4.10	Extra.....	Freight.....	G. W. Henderson.	W. Rushton.....	104	Amherst, N.S.....
" 22	3.30	.....	Switcher....	H. C. Matthews..	J. S. Smith.....	842	Campbellton.....
" 22	2.35	Extra.....	Freight.....	C. McDougall.....	.....	274	Between Jacquet River and Nashe's Creek....
" 23	12.50	Extra.....	Freight.....	E. Smith.....	.....	285	Petit Metis.....
" 24	11.40	5	Passenger...	G. C. Keys.....	.....	....	New Glasgow.....
" 28	9.00	252	Freight.....	.....	.....	....	Siegas (I.N.R.).
Mar. 4	10.30	.....	Freight.....	J. A. St. Pierre....	.....	....	Matapedia.....
" 5	8.45	199	Passenger...	J. A. LePage.....	G. Begin.....	432	St. Eugene.....
" 5	11.15	.....	.....	.....	.....	....	Mont Joli.....
" 7	.....	.....	.....	— Mowatt.....	— Mowatt.....	426	Halifax, N.S.....
" 7	2.00	Extra.....	Freight.....	.....	.....	....	Petit Rocher.....
" 11	9.50	.....	Switcher....	.....	.....	....	Pt. Levi.....
" 11	9.50	.....	Switcher....	Jos. Dionne.....	C. Mercier.....	129	Riv. du Loup.....
" 14	.....	.....	.....	.....	.....	....	Halifax, N.S.....
" 15	2.05	503	Passenger...	E. Vincent.....	J. Pelletier.....	118	Lapointe (N.T.R.).
" 15	4.00	.....	.....	.....	.....	628	Hampton.....
" 15	23.00	.....	Switcher....	J. McLean.....	J. E. Elliott.....	839	Halifax, N.S.....
" 18	7.10	Light.....	Engine.....	.....	K. Campbell.....	19	Halifax, N.S.....
" 21	11 05	Extras...	Freight.....	J. Raymond.....	W. Killam..... H. Maisie..... Comeau..... A. McKenzie.....	131 36 39 257	Val Brillant.....
" 21	10 00	.....	Way freight	C. McDougall....	W. O'Shaughnessy	18	Bathurst.....

SESSIONAL PAPER No. 20

Year ending March 31, 1916—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict
Alphonse Morin.	Snow shoveller.	Attempting to board moving train; fell between cars.	Quite badly bruised.	
Cyrus Lawson...	Employee.	Switch lever flapping up; struck him in the face.	Face cut.	
Albert Foster....	C.P.R. messenger.	Jumped from moving train.....	Badly cut and bruised.	
A. Gosselin.....	Employee.	Loading frog on car.....	Hand bruised slightly.	
David Mumford	Neither....	Jumped from between cars of freight train to track in front of passenger train.	Badly injured.	
E. Cormier.....	Neither.....	Jumped from between cars of freight train to track in front of passenger train.	Badly injured.	
Jos. McDonald..	Neither....	Slipped on station platform.....	Right leg broken.	
Mrs. Chas. Kenny.	Passenger...	Jumped from moving train.....	Shaken up.	
Hugh Rogers....	Neither.....	Driving team over crossing; struck by train.	Quite badly injured.	
Arthur Noiles...	Employee..	Hit on mouth by stand pipe lever.	Broken teeth and lip split.	
Cecil Fisher.....	Employee..	Slipped and fell while attempting to board moving train.	Left hip bruised.	
Andrew Peters..	Employee..	Fell from train.....	Fatal.....	Railway exonerated.
Alphonse Lepage	Employee..	Train derailed.....	Cut about head and face.	
Sister St. Andrew.	Passenger...	Fell from moving train.....	Hip bone broken.	
L. W. Akerley..	Employee..	Fell off engine tender while taking water.	Slightly injured.	
J. A. St. Pierre..	Employee..	Freight falling on foot.....	Foot slightly crushed.	
Mrs. Pierre LaPlante.	Neither.....	Driving over public crossing; struck by train.	Leg fractured.	
Rose Alma Desaulnier.	Neither.....		Slightly injured.	
Cecile Desaulnier.	Neither.....		Slightly injured.	
J. E. Ouellet.....	Employee..	Fell in turn table pit.....	Foot injured.	
J. E. Kennedy...	Neither.....	Driving over crossing; struck by train.	Slightly shaken up.	
S. J. Cameron...	Employee..	Unloading freight.....	Foot jammed..	
Henry Quinn....	Neither.....	Walking on track; struck by train..	Fatal.....	Railway exonerated.
F. F. Martin.....	Employee..	Squeezed between engine and van while coupling.	Badly squeezed.	
Frederick Downey.	Employee..	Assisting to put out fire; fell through wharf and drowned.	Fatal.....	Railway exonerated.
Fidele Perron....	News agent	Attempting to board moving train; slipped and fell between cars.	Fatal.....	Railway exonerated.
James Ross.....	Employee..	Fell from engine.....	Shoulder dislocated, hip hurt.	
J. McLean.....	Employee.	Shifting deals on car; foot caught...	Ankle broken.	
Edward Tingley	Employee, Cook Construction Co.	Run into by C.G.R. engine.....	Slightly shaken up.	
Felix LeGouffe	Fireman...	Head on collision.....	Fatal.....	Railway exonerated.
W. Killam....	Engineer..		Fatal..	Railway exonerated.
H. Maisie.....	Engineer....		Badly injured.	
McNeish....	Fireman...		Badly injured.	
Jos. Thibault...	Neither....		Fatal....	Railway exonerated.
Abel St. Amand	Neither...		Fatal.....	Railway exonerated.
Geo. McLeod...	Employee	Hand jammed between car door...	Hand cut and thumb broken.	

INTERCOLONIAL RAILWAY.—Statement of Casualties for Fiscal

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1916							
Mar. 23	4 00		Switcher.	J. McArdle.	J. McLaren	841	Moncton.
" 25	4 30	242	Mixed	S. Cowperthwaite		1093	East of Woodstock.
" 25	9 20	873	Extra	E. Proulx.	T. Samson.	639	Riv. du Loup
" 27	10 30	876	Freight.	P. H. Sirois.	E. Huot	553	Lemieux.
" 31	6 20	168	Militia spcl				St. Madeleine.

SESSIONAL PAPER No. 20

Year ending March 31, 1916—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident	Extent of Injury.	Verdict
G. W. Woods..	Employee	Fell from top of box car.	Knee cut and chest injured	
Scott Cowperthwaite.	Employee	Snow-plow and engine derailed	Slightly injured.	
Albert Bernier..	Employee	Slipped and fell from engine	Slightly injured.	
E. Huot.	Employee	Jumped from engine.	Ankle sprained.	
Thomas Taylor.	Soldier passenger.	Fell from train. .	Fatal.	Railway exonerated.

NATIONAL TRANSCONTINENTAL RAILWAY.—Statement of

District

Date	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915 July 22	p.m. 3.00		Speeder	A. E. Woolam	F. X. Ouellett		110½, Fitzpatrick Subd.
" 24	8.00 a.m.						Uniacke
Aug. 29	10.50 p.m.	5		A. H. McLean		20	Spirit Lake
" 31	1.35	1	Reg	A. H. Baker		1090	Lac A Beauce
Oct. 13	12.55 a.m.	1	Reg	L. Coughlin	J. E. Mitchell		Milieu River
" 25	8.30		Motor				Doucet S.D. mile 6.
Nov. 3	8.15	2	Reg	O. Guay	E. T. Bulmer	610	La Tuque
" 5	11.50		Switch eng.	L. Jess	H. Cantin	811	Quebec
" 24	9.00						O'Brien boiler house.
Dec. 13	9.00						Parent
" 25							Greening
" 31	p.m. 1.55		Plow ext	L. P. Cloutier		143	Hervey Jct
1916 Jan. 5	6.30 a.m.	112	Extra	A. H. McLean		112	Joghert
" 7	10.30						Parent Shop
" 9	9.45						Bridge eng. shop
Feb. 9	12.20 p.m.		Plow extra	B. Vaesuert	A. H. Rieger	13	M.P. 12 Quebec S.D.
" 15	10.00		Extra				St. Casimir
" 15	8.00	1	Reg	W. G. Wilson			Manouan
" 15	4.30			L. Gendron		156	Parent
" 17	6.15 a.m.	1	Reg	W. G. Wilson		60	Quebec Subd
" 19	4.00						Parent
" 23	Noon.		Plow	Gagne	J. McNaughton	127 and 214	La Tuque
Mar. 6	2.00						Doucet
" 15		Extra		A. H. McLain		112	Sanmaur

SESSIONAL PAPER No. 20

Casualties for the fiscal year ended March 31, 1916.

No. 1.

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
A. E. Woolam.	Bridge insp.	Broken brace rod of motor car stuck in tie derailing same, bruised shoulder and side.		
F. X. Ouellett.	Labourer...	Same as above, cut on head.		
Louis Patuia.....	Sec. foreman	Handling gasoline with lighted lantern, gas exploded.	Killed.	Accidental.
P. Dussault.....	Brakeman..	On van giving signals, struck on head by water crane.	Injuries slight...	
J. Normandin...	Passenger...	Revolver accidentally discharged	Slight.	
J. Brouellette....	Passenger...	Stepped off train backwards.....	Slight.	
C. Pacione.....	Section foreman.	Stopped car, 6 miles west of Doucet to repair same. One of party had gun which accidentally discharged, hitting man in stomach.	Died in ten minutes....	Accidental
J. A. Corriveau.	Brakeman..	Standing on step of car, struck on head by switch stand.	Slight.	
Pierre Dugas....	Ferry man .	Struck by train while crossing track.	Slight.	
C. E. Tremblay.	Pumpman..	Injector balked while injecting water into boiler.	Scalded, slight.	
T. Dominico ..	Section foreman..	Dumping coal, car lever slipped...	Bruised face, slight.	
F. Cancella.....	Sectionman.	Stabbed by J. Frank—drinking, off duty.	Slight.	
B. Serra.....	Section foreman.	Stabbed by J. Frank—drinking, off duty.	Slight.	
H. Rouluk.....	Labourer...	Closing wing plow, hand caught between wall and wheel.	Hand severely crushed.	
L. J. O'Neil....	Train agent.	Stepping from side van cupola to other, fell.	Slight.	
Geo. Truchon....	Labourer...	While filling boiler of engine, coupling broke.	Foot scalded, slight.	
Robt. Gilphin.	Hostler.....	Slipped while turning engine, hand caught in gear.	Jammed, slight.	
H. Caratusk.....	Plowman...	Plow derailed.....	Slight.	
B. Caratusk.....	Plowman...	Plow derailed.....	Slight.	
B. Coppy.....	Plowman...	Plow derailed.....	Slight.	
L. Providey.....	Plowman...	Plow derailed.....	Slight.	
Y. K. Basan.....	Plowman...	Plow derailed.....	Slight.	
Y. Chralynka...	Plowman...	Plow derailed.....	Slight.	
C. Dematro.....	Plowman...	Plow derailed.....	Slight.	
J. Mahasyk.....	Plowman...	Plow derailed.....	Slight.	
Henry Moore...	Plow foreman.	Plow derailed.....	Slight.	
Omer Paquette.	Labourer...	Helping to raise spout, came up suddenly threw him to ground	Foot and hip injured.	
P. Petegan.....	Passenger...	Attempted to board train in motion fell.	Head injured, slight.	
Leslie Palmer...	Brakeman..	Fell off box car.	Right ankle broken.	
H. Boisvert ..	Passenger...	Struck on head by bottle by drunken soldier.	Slight.	
Alph. Fisette....	Pumpman..	Work on engine, did not close current, piston came out of cylinder, jammed hand.	Slight.	
Henry Moore....	Plow foreman.	Thought plow was going to collide with engine, jumped, injuring back and head.	Slight.	
E. Couture.....	Plowman...	Same as above.....	Serious.	
A. Lafleur.....	Cleaner.....	Assisting to water engine, slipped on ice.	Knee twisted.	
Jos. Chavarie....	Brakeman..	Unloading way freight, steel shaft dropped on foot.	Bruised, slight.	

NATIONAL TRANSCONTINENTAL RAILWAY.—Statement of Casualties

District

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915	p.m.						
June 9	7.00		Hand car.				Onio.
" 23	4 00						Grant.
" 29	a.m. 11.30	1	Reg.	Hancock.	Penny.	25	M.P. 38½, Cochrane S.D.
July 12	p.m. 6.00						Jacobs
" 21	a.m. 5.45		Motor				113, Armstrong S.D
" 24	p.m. 2 30						60, Cochrane S.D.
" 29	5 45		Motor				Kitigan.
Aug. 19	10.30		Extra.	F. A. Wilson.		403	Driftwood.
" 20	a.m. 9.30	5	Reg	F. A. Wilson.		1095	8 Cochrane S.D.
" 22	p.m. 6 30		Extra.	D. McVicar.		1095	Wilgar.
" 27	7 30		Extra.	F. A. Wilson.		69	Hearst.
Sept. 13	a.m. 7.30		Motor				Allanwater.
Oct. 6	7.20		Motor				44½, O'Brien S.D
" 16	p.m. 4.40						Graham.
" 29	a.m. 5 50	10	Reg	F. A. Wilson.			Near Armstrong
Nov. 3	9 30		Work extra	W. Gordon.		635	25, Armstrong S.D.
" 22	p.m. 1 05						60, Cochrane
Dec. 4	11 15		Extra.	P. Begin.	T. Dougherty.	10	Kabina
Dec. 15	a.m. 6 05	10	Reg	T. J. Corrigan.	P. Drinkwater.	410	32, Armstrong S.D.

SESSIONAL PAPER No. 20

for the fiscal year ended March 31, 1916—*Continued.*

No. 2.

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
V. Maratimas	Trackman	Jumped off car to avoid what he believed to be a collision.	Slight.	
Tony Defeho.	Trackman	Cutting wood, axe slipped.	Cut knee, slight.	
J. Hale.	Pass. soldier	Fell off rear end of train, while under influence of liquor, skull fractured.	Fatal.	Accidental.
O. Wilfring.	Trackman	Went in swimming	Drowned.	No inquest.
A. Bingham.	Trackman	Brace dropped off car, stuck in ties, threw Bingham on track.	Hospital, slight injury	
G. Barracco.	Labourer	Working in rock cut, rock fell on him.	Back injured, slight.	
A. Beaulieu	Telegraph employee	Getting on car, slipped under wheels.	Leg bruised, slight.	
J. H. Ross	Passenger	Passenger on passing train, threw rock through window.	Cut Ross over eye, slight.	
C. Donald	Passenger	Fell off rear end of train, while in motion.	Cut on head, slight.	
A. Colborne	Passenger	Claimed he was thrown off train by harvesters.	Not injured.	
D. Lorette	Farmer, trespassing	On speeder, struck by Ext. 69	Hip bruised, slight.	
P. Larson	Trackman	Bar fell off car, caught Larson, pulling him under wheels.	Head and shoulder cut, severe.	
Chas. Lesluck	Trackman	Claw bar fell off front of car, stuck in tie, threw him off.	Leg broken, slight scalp wound.	
A. Payne	Engineer	Tripped on piece of coal, getting on engine.	Knee slightly injured.	
M. Boudit	Passenger	Jumped from berth in colonist car, when car derailed.	Knee bruised slightly.	
R. Carter	Passenger	Car derailed, no complaint at time	In hospital, claims back hurt.	
J. Bentley	Wreck crane man.	Brake slipped when air was applied on crane.	Chest injury, slight.	
A. Passnet	Foreman, wreck train	Brake slipped when air was applied on crane.	Arm bruised, slight.	
E. Florio	Labourer	Removing rails at rock cut, dropped on foot.	Slight injury, foot.	
C. Milne	Fireman	Fell off tender of engine, while getting water.	Shoulder sprained.	
P. Drinkwater	Engineer	Jumped from engine at derailment	Compound fracture, right leg.	
A. R. McDonell	Fireman	Derailment	Generally bruised.	
J. S. Michelin	Labourer	Derailment.	Ear cut, chest crushed.	
A. Murray	Passenger	Derailment.	Head cut and ribs bruised.	
T. Murray, child	Passenger	Derailment	Back hurt.	
Mrs. A. Murray.	Passenger	Derailment	Shoulder and back bruised	
Baby Murray	Passenger	Derailment.	Head and face bruised.	
C. E. Goodfellow	Passenger	Derailment	Leg and cheek bruised	
Miss J. Thompson.	Passenger	Derailment.	Nose bruised, tooth out.	
E. H. Wilson	Passenger	Derailment.	Face bruised and back hurt.	
C. F. McMillan	Passenger	Derailment	Face cut by glass.	
Mrs. McMillan	Passenger	Derailment	Cold and sore throat.	
Baby McMillan	Passenger	Derailment	Bruised abdomen.	
Mrs. E. Day	Passenger	Derailment.	Wrist cut by glass.	
Mrs. F. Fernet	Passenger	Derailment.	Shock, frightened.	
Mrs. J. C. Dirscoll.	Passenger	Derailment	Abdomen and ribs bruised	
A. S. McGowan	Passenger	Derailment	Nose bruised.	
Mrs. McGowan	Passenger	Derailment	Leg and forehead bruised.	
Mrs. H. Hislop	Passenger	Derailment	Forehead bruised.	
Sam Askin	Passenger	Derailment	Shoulder bruised.	
Mrs. J. W. Fen.	Passenger.	Derailment	Arm bruised.	

NATIONAL TRANSCONTINENTAL RAILWAY.—Statement of Casualties

District No.

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915 Dec. 15	a.m. 6.05	10	Reg.....	T. J. Corrigan....	P. Drinkwater..	410	32, Armstrong, S.D.
1916 Jan. 5	3.20	Extra.....	.....	F. A. Wilson.....	.....	405	Jacksonboro.....
" 6	p.m. 5 30	.....	.....	.....	.....	.....	Grant shops.....
" 6	7.10	.....	.....	.....	.....	.....	Grant shops.....
" 7	a.m.	Extra.....	.....	P. Begin.....	Wye.....	.....	Bucke.....
" 30	8.20	.....	.....	.....	.....	.....	Cochrane rd. house.
" 31	9.30	.....	.....	.....	.....	.....	Tudhope.....
Feb. 25	11.50 p.m.	Extra.....	.....	W. Feren.....	C. D. Fulmer...	817	Bucke.....
Mar. 9	11.50 a.m.	.....	.....	.....	.....	.....	Cochrane rd. house.
" 16	11.00 Noon.	.....	.....	.....	.....	.....	Jacobs.....

District

1915 May 18	a.m. 11.30	.....	.....	.....	.....	.....	Fort William sheds.
July 1	p.m. 4.00	Extra.....	Work.....	J. A. Hood.....	.....	.....	75, Graham S.D....
" 19	1.30	.....	.....	.....	.....	.....	21, Dona sec.....
" 23	3.00	.....	.....	.....	.....	.....	28, Vivian Section...
" 28	a.m. 7.15	.....	.....	.....	.....	.....	Ophir.....
Aug 2	p.m. 3.00	.....	.....	.....	.....	.....	Raith.....
" 7	4.00	.....	.....	.....	.....	.....	Fort William.....
" 17	5.05	.....	.....	.....	.....	.....	M.P. 105, Raith...
Sept. 8	a.m. 9.15	Extra.....	.....	H. Cameron.....	.....	36	Morgan.....
" 16	10.00	.....	.....	.....	.....	.....	110, Fort William..
Oct. 5	p.m. 2.15	.....	.....	.....	.....	.....	Westfort.....
" 9	a.m. 11.30	.....	.....	.....	.....	.....	Mission freight shed.
" 25	p.m. 3.00	Engine..	.....	R. Thorples.....	.....	.....	Transcona.....

SESSIONAL PAPER No. 20

for the fiscal year ended March 31, 1916—*Continued.*

2.—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Extent of injury.	Verdict.
Mrs. L. Loomis..	Passenger...	Derailment...	Shock—60 years old.	
Mrs. G. O. Thompson.	Passenger...	Derailment...	Back hurt.	
M. J. Stewart...	Passenger...	Derailment...	Side hurt.	
J. Edwards....	Dining car.. employee	Derailment...	Hip hurt.	
R. Vergo. . .	Dining car employee.	Derailment...	Injured internally.	
W. Wright	Dining car.. employee.	Derailment...	Head and face bruised.	
V. Hodges...	Dining car employee	Derailment...	Head and arm bruised.	
H. J. Lewis.....	Dining car employee.	Derailment...	Arm bruised.	
T. H. Grant....	Dining car employee.	Derailment..	Back hurt.	
H. C. West.....	Brakeman..	Leg cut on piece of glass in snow	Slight.	
J. Flood....	Boiler-maker.	Fell into pit at Roundhouse...	Head cut, slight	
D. McLeod.. .	Shop em-employee.	Fell into pit at Roundhouse. . .	Left arm bruised.	
C. A. Rodman	Fireman...	Toes frozen.....	Slight.	
J. Sanderson...	Tuber	Struck thumb with hammer.	Slight.	
F. Stezzi. . .	Trackman .	Splitting wood, cut knee.....	Slight.	
O. Swanson..	Fireman...	Bolt broke on tank spout, spout fell and cut head.	Slight.	
F. Okunkel..	Fitter.....	Working on engine, cut wrist with file.	Slight.	
E. A. Dugas..	Operator....	Off duty; cleaning gun, accidentally discharged shot through the hand.	Slight.	

No. 3.

F. Susak .	Porter.....	Struck in stomach while loading pipe.	Ruptured.	
C. Nacci . .	Labourer...	Loading sand accidentally struck by shovel	Finger badly cut.	
J. Zodorsny .	Labourer..	Removing ties, struck on hip with pickaroon.	Slightly cut.	
F. Jacques...	Child, 10 years old	Playing on rails which fell from rock, hitting him on head.	Killed.. . .	Accidental death.
J. Pederson...	Trackman..	Fell off motor car, knee cut, ribs crushed.	Died.	
W. P. Edye. ..	Fireman..	Fell off running board of engine, ribs broken.	Admitted own carelessness.	
H. Fabdoichuk	Labourer..	Fell in hole of ship, while assisting to load.	Killed instantly.	
J. McDougall..	Bridgeman	Adze slipped, cut left foot. . .	Slight.	
W. Farquharson	Soldier passenger.	Foot jammed and cut.	Slight.	
R. Gibson... .	Trackman	Piece of spike flew off, struck him in eye.	Slight.	
A. Kauchar....	Porter. .	While trucking bundle of steel truck upset.	Head and shoulder slightly injured.	
J. Fooseick ..	Checker..	Fell between cars, back injured	Slight.	
R. Croak.. . .	Fireman..	Fell off tender of engine, head and hand injured.	Slight, returned to duty, Nov. 4.	

NATIONAL TRANSCONTINENTAL RAILWAY.—Statement of Casualties

District No.

Date.	Time of Day.	No. of Train	Description of train.	Name of conductor.	Name of driver.	No. of Engine	Place of Accident.
1915							
Oct. 23	4.00						Graham.
" 25	7.45 a.m.						Mission.
" 30	7.20		Motor Car.				234, Fort William
" 30	1.30		Switching engine	E. T. Evans		827	Mission yard
" 31	5.50	Extra		E. C. Rozzell.	T. J. Plunkett	213	Raith
Nov. 3	5.10 p.m.		1-76	J. McCann		812	Minaki.
" 9	1.20 a.m.	Extra	West	W. J. Cole.	A. E. Day	1099 and 633	91, Winnipeg.
" 18	9.40	Extra		J. R. Stinson	W. E. Thearp.	47	Millidge.
" 30	9.40	Extra		C. L. Bruce	John Harkins	26	Taggart.
Dec. 10	6.20		Yard engine	J. Connolly	F. Deacon	818	Mission.
" 13	6.00						Graham shop.
" 14	10.30						Graham.
" 22	a.m.						Near Ena.
" 24	1.00 p.m.						Graham
" 25	5.30						Millidge
1916 Jan. 13	3.50						Alcona.
" 13	1.00	76	Reg.	F. B. Belyea	R. Dumontier	223	237, Graham.
					C. N. Cox.	156	
" 16	4.18 a.m.	76	Reg	Fraser.	Campbell. Parcell.	75 17	Malachi.
" 20	12.15		Yard engine		W. P. Edye.		Graham yard.
Feb. 9							Unaka.
" 16	10.35 p.m.						Graham.
" 17	4.40 a.m.	91	Reg.	A. W. Wellington.	G. J. Fairbairn.	212	149, Raith sub
" 17	7.10						Winnipeg.
Mar. 4	10.00						Quibell.
" 10	11.00						Mission.
" 25	2.30 p.m.		Yard engine	Schuster.	Williams.	811	Transcona yards
" 30	3.00						225, Graham
" 30	3.00						225, Graham.

SESSIONAL PAPER No. 20

for the fiscal year ended March 31, 1916—*Continued.*

3.—*Continued.*

Name of Person injured.	Whether passenger or employee.	Particulars of Accident.	Date of injury.	Verdict.
E. Brison..	Pump repairer.	Gas engine back fired, threw him over fly wheel.	Rib fractured	
H. Papas..	Porter	Unloading steam hoist, broke and struck him.	Slight.	
E. Veilleaux	Trackman	Motor derailed, caused by jack falling off car.	Shoulder dislocated.	
A. Small	Trackman..	Motor car derailed, caused by jack falling off car.	Scalp wound, body bruised	
O. Drozda...	Trackman.	Motor car derailed, caused by jack falling off car.	Fatally injured.	
W. Brady..	Yardman...	Struck by elevator bin, knocked off car ladder.	Face bruised.	
J. S. Gould..	Brakeman	Severe application of brakes caused him to fall in van, ribs broken, chest and kidneys injured.	Severe.	
E. N. Brown	Brakeman	Sprained ankle, when got off van	Slight.	
W. J. Cole..	Conductor..	Engine broke apart, setting brakes in emergency.	Face and shoulder injured.	
Neil McAskil.	Brakeman..	Engine broke apart, setting brakes in emergency.	Back and leg sprained.	
J. R. Stinson	Conductor..	Shaken up through severe application of brakes.	Slight.	
P. LeBlanc.	Fireman.	Burned in cheek, through steam from overflow.	Slight.	
S. Burke	Fireman..	Engine collided with stock cars, taken to hospital.	Legs bruised slightly.	
H. G. Janman.	Roundhouse employee.	While pulling bar on engine, finger caught in key.	Cut off finger, first joint	
J. Gustin..	Labourer..	Accidentally struck on head by another labourer.	Slight.	
J. Howard.	Track watchman	Body found on track, terribly mangled.	....	Accidental death.
P. Antonio.....	Labourer	Fell between cars... ...	Ruptured.	
P. Ornuk.	Trackman..	Slipped on ice at station and fell	Ankle sprained.	
C. Johnson	Section foreman.	Cleaning plow, caught foot in cogs	Ankle badly smashed.	
F. B. Belyea	Conductor..	Caboose derailed over embankment.	Instantly killed.	
Wm. Blair..	Fireman..	Jumped when driver of engine broke	Shaken up, out hospital, two days.	
A. Louisa...	Watchman..	Riding on pilot of engine, fell under.	Fatally injured.	
S. Kalik...	Trackman..	Pulling spike, caught finger under bar.	Slight.	
J. Stewart..	Brakeman..	While off duty, getting through between cars while in motion, foot and ankle jammed.	Foot amputated above ankle.	
G. J. Fairbairn..	Engineer...	Killed in head-on-collision, caused through misreading meeting order.	Killed.	
H. Buzza	Cleaner..	Stepped out of road of engine on on Water St. Bridge, missed footing, fell to ground.	Shaken up.	
W. J. Moran	Brakeman.	While switching cars, slipped on ice	Ankle sprained.	
E. Sabbe...	Porter.	Loading machinery, jammed finger	Slight.	
W. A. Notley..	Brakeman..	Coupling cars, caught finger in opening handle.	Middle finger cut off	
N. McDonald..	Bridgeman	Lining bar slipped, causing him to fall on rail and spike.	Two ribs broken.	
E. McDonald..	Bridgeman	Rope slipped through block, causing him to fall six feet.	Shoulder dislocated.	

Intercolonial and Prince Edward Island Railways Employees' Provident Fund.—Ninth Annual Report.

Moncton, N.B., May 31, 1916.

The personnel of the Provident Fund Board for the year ended March 31, 1916, was as follows:—

F. P. Gutelius, General Manager, Canadian Government Railways, Chairman, Moncton, N.B.,

S. L. Shannon, Comptroller and Treasurer, Canadian Government Railways, Moncton, N.B., appointed by the Minister.

H. H.Melanson, General Passenger and Ticket Agent, Canadian Government Railways, Moncton, N.B., appointed by the Minister.

Willard P. Hutchinson, Train Despatcher, Canadian Government Railways, Moncton, N.B., elected by the Employees.

Bliss A. Bourgeois, Assistant to Comptroller and Treasurer, Canadian Government Railways, Moncton, N.B., elected by the Employees.

Four regular meetings of the Board, as required by the Regulations, were held during the year.

The following is a statement of the Receipts and Expenditures during the year ended 31 March, 1916.

Balance at the Credit of the Fund on March 31, 1915		$376,826 29
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages, were	$114,579 21	
The contributions made by the railways, were	100,000 00	
		214,579 21
Amount received for refunds, etc		1,155 47
Interest accrued (at three per cent)		9,832 22
		$602,393 19

The amount contributed by the Employees is shown to exceed by $14,579.21 the amount contributed by the Railways. By reference to Section No. 4 of the Provident Fund Act, it will be noted that the maximum sum the Railways are authorized to contribute to the Fund in any one year must not exceed $100,000.00.

The Expenditures were:—

For retiring allowances	$236,942 65	
For contributions refunded in cases of deceased employees	4,865 24	
For contributions refunded, which were deducted in error	2,119 65	
For contributions refunded to discharged employees, etc	1,391 28	
Medical examinations for probationers entering service, etc	1,328 00	
Medical examinations for employees retiring from service	75 00	
For election expenses	369 14	
For salaries and travelling expenses, secretary's office	6,248 37	
For Board members—Time lost and travelling expenses	.....	
For stationery, printing, postage, etc., etc	551 12	
		$253,890 45
Balance to credit of the Fund on March 31, 1916		348,502 74

The following statement shows the amount which was contributed by the Railways, and the amount which was contributed by the Employees to the Provident Fund, in each fiscal year, since the Fund has been in operation. It also shows the number of employees retired, the number of deaths among the same, and the amount paid for retiring allowances in each year. The average amount of the retiring allowances, paid in the month of March in each year, is also shown.

For Fiscal Year.	Amount contributed by Railways.	Amount contributed by Employees.	No. of Employees placed on Fund.	No. of retired Employees Died.	Amount paid for retiring Allowances.	Average monthly allowance paid in March.	Balance at credit of fund.
	$ cts.	$ cts.			$ cts.	$ cts.	$ cts.
1907–8	82,707 74	82,707 74	142	11	23,913 04	25 49	139,249 21
1908–9	75,306 41	75,306 41	88	17	64,067 63	25 63	225,898 31
1909–10	69,949 70	6,949 70	168	17	103,628 20	26 30	255,585 08
1910–11	71,296 42	71,296 42	51	23	121,014 34	26 56	273,480 01
1911–12	81,119 81	81,119 81	29	23	125,131 32	26 04	309,234 71
1912–13	85,365 23	85,365 23	63	36	133,539 69	26 78	346,028 57
1913–14	99,805 03	99,805 03	108	37	152,674 81	27 37	389,221 76
1914–15	100,000 00	105,631 91	185	42	214,976 28	28 99	376,826 29
1915–16	100,000 00	114,579 21	100	50	236,942 65	29 36	348,502 74

It will be noted by the above statement of Receipts and Expenditures that the amount of the contributions received from the railways and from the employees during the year, was	$214,579 21
And the Expenditures were	253,890 45
Showing that during the year the Expenditures exceeded the Receipts	39,311 24
The gross surplus, including interest, to the credit of the Fund on March 31, 1916, was	$348,502 74

The Act provides that two members of the Provident Fund Board shall be elected annually, and it was therefore necessary in January, 1916, to arrange for the election of these two members to serve during the year ended 31 March, 1917.

Notice calling for the nomination of Candidates was accordingly posted as required by the Rule, and the election was held in February, 1916.

The two members elected were:—

Willard P. Hutchinson, Train Despatcher, Canadian Government Railways, Moncton, N.B.

Bliss A. Bourgeois, Assistant to Comptroller and Treasurer, Canadian Government Railways, Moncton, N.B.

The personnel of the Board as at present constituted is as follows:—

F. P. Gutelius, General Manager, Canadian Government Railways, Chairman, Moncton, N.B.

S. L. Shannon, Comptroller and Treasurer, Canadian Government Railways, Moncton, N.B., appointed by the Minister.

H. H. Melanson, General Passenger and Ticket Agent, Canadian Government Railways, Moncton, N.B., appointed by the Minister.

Willard P. Hutchinson, Train Despatcher, Canadian Government Railways, Moncton, N.B., elected by the Employees.

Bliss A. Bourgeois, Assistant to Comptroller and Treasurer, Canadian Government Railways, Moncton, N.B., elected by the employees.

F. P. GUTELIUS, *Chairman.*

W. C. PAVER, *Secretary.*

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION.—TWENTY-SEVENTH ANNUAL REPORT.

The total receipts for the year ended June 30, 1916, from all sources were	$119,787 56
Add the credit balance on the 30th June, 1915	57,323 80
	$177,111 36
The total expenditures were	120,220 77
Leaving a credit balance of	$ 56,890 59
Less estimated outstanding liabilities	8,850 00
Net surplus, June 30, 1916	$ 48,040 59

SICK AND ACCIDENT FUND.

The expenditures in this Fund last year were $39,519.72, and this year they are shown to be $51,924.42, an increase of $12,404.70. A credit balance of $32,584.21 is shown in this Fund on the 30th day of June, 1916.

Of this increased expenditure $6,169.40 was paid to members for sick and accident benefits, and an increase of $4,405.22 is shown in the amount paid to Doctors for medical services. This latter increase is largely due to the fact that the Association recently raised the fees to be paid for medical services. The amount paid for surgical work is $1,830.08 in excess of the amount paid last year. This increase is due to the increased fees paid for surgical operations.

TEMPORARY EMPLOYEES' ACCIDENT FUND.

The expenditure in this Fund during the year are shown to have been $10,613.95.

DEATH AND TOTAL DISABILITY FUND.

This statement shows that one hundred and eleven Death and Total Disability Claims were assessed and paid during the year:—

Ninety-two death claims due to natural causes, aggregating	$45,250 00
Ten death claims due to accidental injuries, aggregating	4,000 00
Six death claims due to war, aggregating	1,500 00
	$50,750 00
Three total disability claims, aggregating	2,250 00
	$53,000 00
Amount paid last year from this fund was	37,750 00

STATEMENT showing the amount credited to the Intercolonial and Prince Edward Island Railways Employees' Relief and Insurance Association, by the Intercolonial and Prince Edward Island Railways, during the year ended June 30, 1916.

Amount of premiums collected from the Intercolonial and Prince Edward Railways' Pay Lists	$100,204 44
Premiums collected from Railways' and Provident Fund Vouchers	319 40
Annual contribution from the Intercolonial and Prince Edward Railways	10,000 00
Intercolonial Railway Cash Premiums	6 73
	$110,530 57

STATEMENT showing the amount of deposits in, and the amount of withdrawals from the Bank of Montreal, during the year ended June 30, 1916.

DR.

June 30, 1915, to balance in bank	$ 50,219 92
June 30, 1916, to deposits and interest during the year	124,842 20
	$175,062 12

CR.

June 30, 1916, by cheques paid during the year		113,874 42
Balance in bank, June 30, 1916		$ 61,187 70
NOTE:—Amount of deposits shown above	$124,842 20	
Less this amount collected in 1914-15, but not deposited until 1915-16	15,415 42	
	$109,426 78	
Add this amount collected in 1915-16 but not deposited until 1916-17	10,360 78	
Total receipts, 1915-16	$119,787 56	

Certified correct,

W. F. SEARS,
Auditor.

W. C. PAYER,
Secretary.

STATEMENT OF RECEIPTS AND EXPENDITURES.

RECEIPTS.

June 30, 1915, By Balance				$ 57,323 80	
June 30, 1916, " Premiums from railways' pay lists	$100,294 44				
" Premiums from railways vouchers	319 40				
" Cash, auditor of disbursements	6 73	$100,530 57			
" Cash from members not on duty		234 50			
" Railways contribution		10,000 00			
" Premiums from S. & A. vouchers, refunds, etc.		876 84			
" Death levies from retired members		5,726 83			
" Annual fees from retired members		818 40			
" Examination fees		36 00			
" Interest on monthly balances		1,564 42		$119,787 56	$177,111 36

EXPENDITURES.

June 30, 1916, To Sick and Accident indemnity	$ 27,084 00		
" Medical and surgical attendance	24,840 42		
" Death and total disability claims	53,000 00		
" Examination fees	24 00		
" Temporary Employees' Accident Fund	6,401 31		
" Operating expenses	8,871 04		120,220 77
			$ 56,890 59

Certified correct,

W. F. SEARS,
Auditor.

W. C. PAYER,
Secretary.

DETAILS.

Sick and Accident Fund.

RECEIPTS.

Credit balance from last year			$36,466 03	
Premiums from pay list and vouchers and and cash from members not on duty, etc.	$38,384 53			
Proportion of railways' contribution	6,160 00			
Interest on monthly balances	1,564 42			
Amount transferred from Temporary Employees' Accident Fund	1,933 65		$48,042 60	$84,508 63

EXPENDITURES.

Sick and Accident indemnity		$27,084 00	
Medical and surgical attendance		24,840 42	$51,924 42	$32,584 21

TEMPORARY EMPLOYEES' ACCIDENT FUND.

Receipts.

Credit balance from last year		$10,000 00	
Premiums from pay lists and vouchers		12,547 60	$22,547 60	

Expenditures.

Accident indemnity			$ 2,925 00	
Surgical attendance			1,976 31	
Death indemnity—				
Frank Barden	$250 00			
Ernest Miller	250 00			
William H. Dickson	250 00			
Donald Cameron	250 00			
Felix LeGouffe	250 00			
Fred. Pat. Downey	250 00			
		1,500 00		
Amount transferred for operating expenses		4,212 64		
Amount transferred to Sick and Accident Fund		1,933 65	12,547 60	$10,000 00

DEATH AND TOTAL DISABILITY FUND.

Receipts.

Credit balance from last year			$10,857 77	
Premiums from pay lists, vouchers, retired members, etc	$56,436 61			
Examination fees	36 00		56,472 61	$67,330 38

Expenditures.

Death claims			$50,750 00	
Total disability claims			2,250 00	
Examination fees			24 00	$53,024 00	$14,306 38

MANAGEMENT.

Receipts.

Proportion of railways' contribution		$3,840 00	
Annual fees from retired employees		818 40	$4,658 40

Expenditures.

Operating expenses		$8,871 04	
Less amount transferred from the Temporary Employees' Accident Fund to operating expenses, etc., for the year ended June 30, 1916		4,212 64	$4,658 40
Surplus				$56,890 59

Certified correct,

W. S. SEARS,
Auditor.

W. C. PAVER,
Secretary.

SESSIONAL PAPER No. 20

AMOUNT paid for Sick and Accident Indemnity, and for Medical and Surgical attendance, on each district separately, and the average cost per member, for the year ended June 30, 1916.

District.	Average No. of members.	Amount paid.	Cost per member.
		$ cts	$ cts
No. 1.—Halifax	500		
Sick and accident indemnity		1,792 00	3 58
Medical and surgical attendance		2,032 65	4 07
No. 2.—Truro	400		
Sick and accident indemnity		1,497 75	3 74
Medical and surgical attendance		1,517 03	3 79
No. 3.—New Glasgow	500		
Sick and accident indemnity		1,456 25	2 91
Medical and surgical attendance		1,417 27	2 83
No. 4.—Moncton	2,400		
Sick and accident indemnity		10,156 50	4 23
Medical and surgical attendance		8,744 91	3 64
No. 5.—St. John	350		
Sick and accident indemnity		1,286 75	3 68
Medical and surgical attendance		1,076 64	3 08
No. 6.—Newcastle	240		
Sick and accident indemnity		910 50	3 79
Medical and surgical attendance		1,204 73	5 02
No. 7.—Campbellton	320		
Sick and accident indemnity		1,537 50	4 80
Medical and surgical attendance		1,446 25	4 52
No. 8.—Riviere du Loup	900		
Sick and accident indemnity		3,230 00	3 59
Medical and surgical attendance		2,560 20	2 84
No. 9.—Levis	800		
Sick and accident indemnity		3,049 25	3 81
Medical and surgical attendance		2,321 83	2 90
No. 10.—Sydney	270		
Sick and accident indemnity		633 00	2 34
Medical and surgical attendance		878 06	3 25
No. 11.—Prince Edward Island	380		
Sick and accident indemnity		1,534 50	4 04
Medical and surgical attendance		1,640 85	4 32
Grand total	7,060		
Sick and accident indemnity		27,084 00	3 84
Medical and surgical attendance		24,840 42	3 52

Certified correct,

W. F. SEARS,
Auditor.

W. C. PAVER,
Secretary.

DETAILED STATEMENT of the Expenses of Management for the year ended June 30, 1916.

Salaries—General Secretary's Office—		
General secretary, clerks and messengers, also proportion of salary of chief medical officer	$4,794 07	
Auditor	75 00	$4,869 07
District Secretaries—		
Halifax	132 00	
Truro	120 00	
New Glasgow	132 00	
Moncton	348 00	
St. John	120 00	
Newcastle	120 00	
Campbellton	120 00	
Rivière du Loup	180 00	
Lévis	164 00	
Sydney	120 00	
Charlottetown, P.E.I.	120 00	
		1,676 00
Travelling expenses of officers, and travelling expenses and wages of members of the Council Executive Committee, delegates and scrutineers		1,407 15
Stationery, printing, postage, telephone, etc.		918 82
		$8,871 04
Less amount transferred from the Temporary Employees' Accident Fund for operating expenses, for the year ended June 30, 1916.		4,212 64
		$4,658 40

Certified correct,

W. F. SEARS,
Auditor.

W. C. PAYER,
Secretary

PART VII.

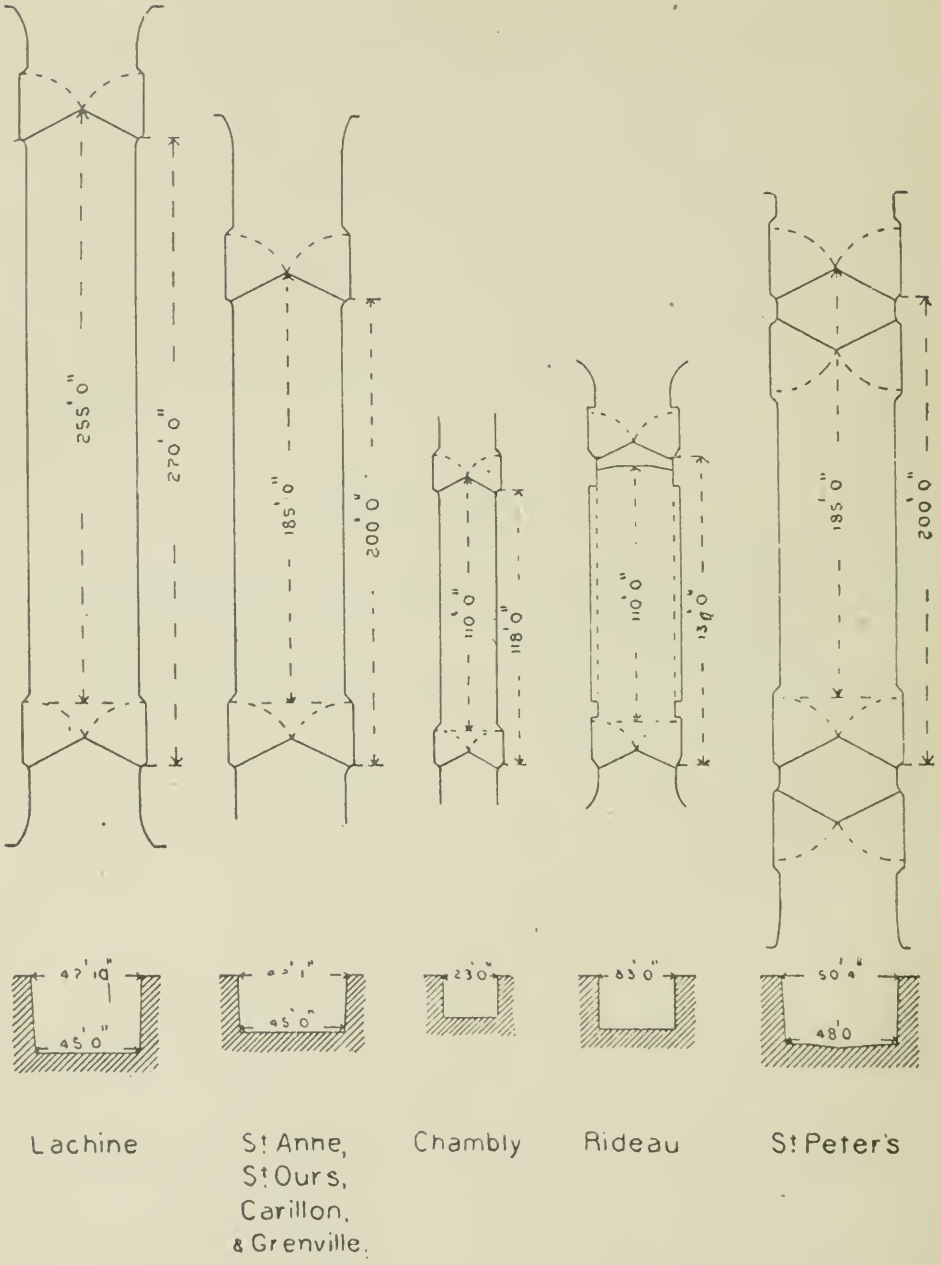
CANALS

Diagrams showing dimensions of smallest lock on each canal, etc.

Dimensions and other features of the several canal works, and description of the intermediate water navigations:

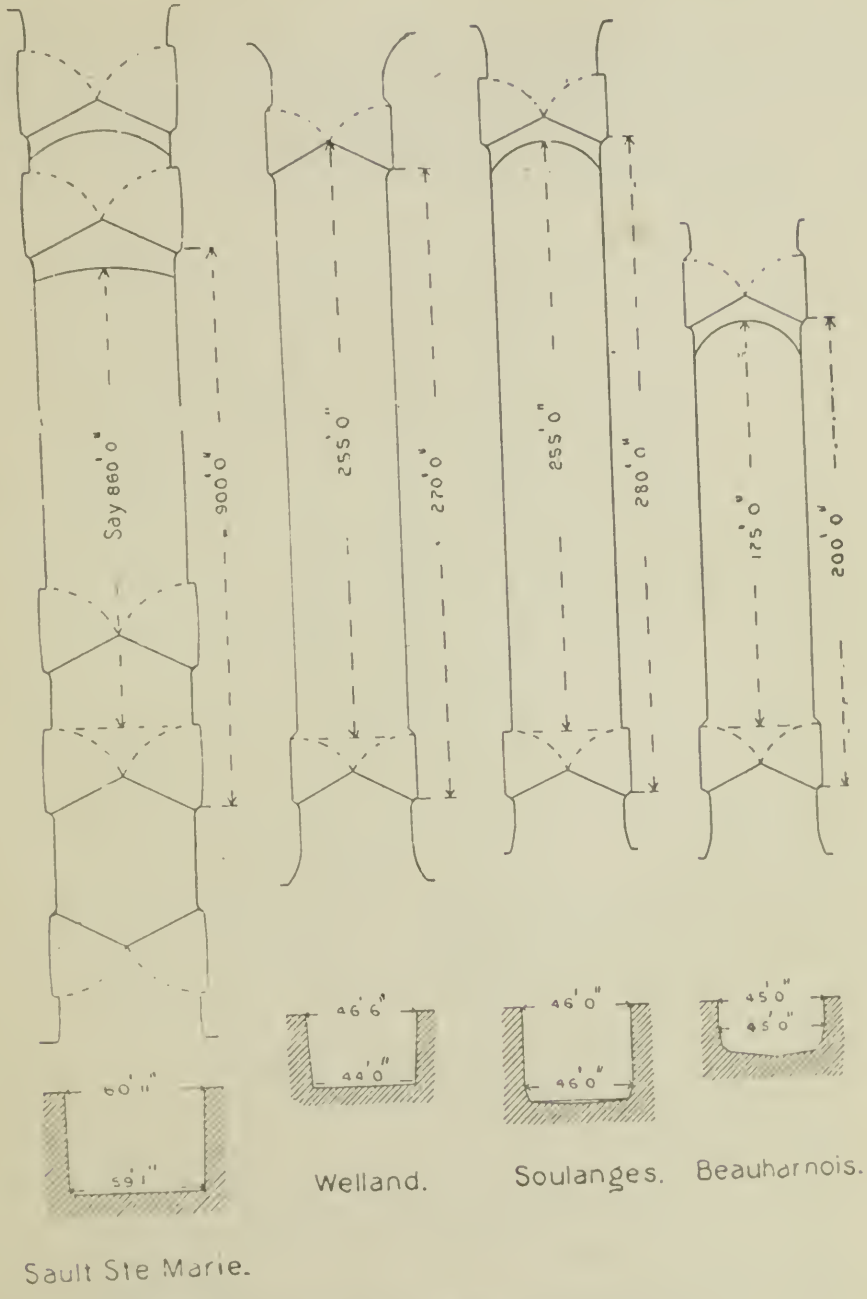
1. Between Montreal and Port Arthur or Fort William, Lake Superior.
2. Montreal, Ottawa and Kingston.
3. River Richelieu and Chambly Canal to Lake Champlain.
4. Trent Canal.
5. St. Peter's Canal.

PLANS AND SECTIONS showing Dimensions of the Smallest Lock on each



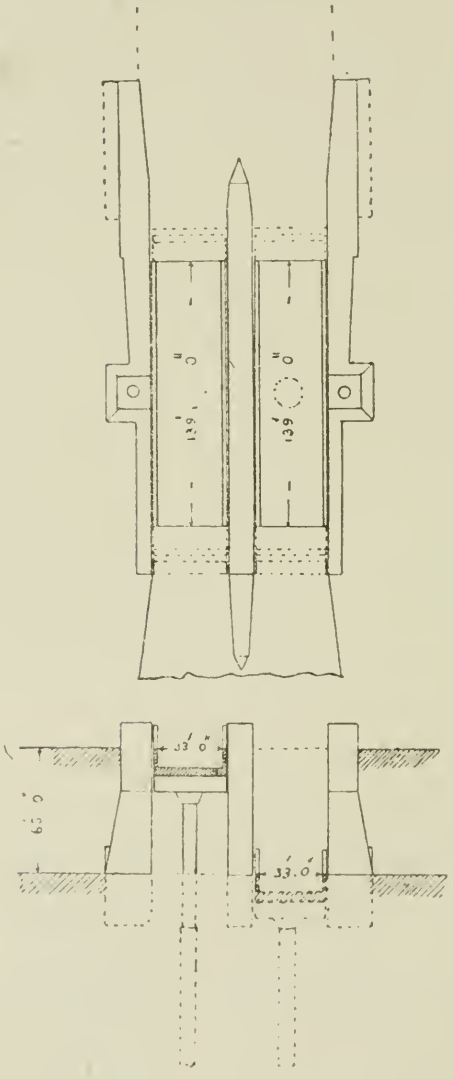
There are no locks on the through route between lake Superior and

of the Canadian Canal System except the Trent Canal, which is uncompleted.



Montreal of less dimension than those of the Welland canal locks.

TRENT CANAL
Hydraulic Lift-Lock at Peterborough
65 Feet Lift.



CANALS.

The following statements give in concise form the essential features of the government canal works and the intermediate water navigation.

The canal systems of the Dominion, under government control, in connection with lakes and navigable rivers, are as follows:—

First.—The through route between Montreal and Port Arthur or Fort William on the west shore of Lake Superior (14 feet minimum depth of water.)

	Statute Miles.
1. Lachine canal	8½
Lake St. Louis and river St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and river St. Lawrence	31
3. Cornwall canal	11¼
River St. Lawrence	5
4. Farrans Point canal	1¼
River St. Lawrence	9½
5. Rapide Plat canal	3⅝
River St. Lawrence	4½
6. Galops canal	7⅛
River St. Lawrence and lake Ontario	22⅝
7. Welland canal	26¾
Lake Erie, Detroit river, lake St. Clair, lake Huron, etc.	574
8. Sault Ste. Marie canal	1¼
Lake Superior to Port Arthur or to Fort William	272
Total	1,214
To Duluth	1,336
Chicago	1,240

Second.—Montreal to International Boundary, near Lake Champlain.

	Statute Miles.
1. St. Lawrence river to Sorel	46
2. Sorel, via Richelieu river, to St. Ours lock	14
3. St. Ours lock	⅛
4. Richelieu river, St. Ours lock to Chambly canal	32
5. Chambly canal	12
6. Chambly canal to boundary line	23
Total	127⅛

Third.—Montreal to Ottawa.

	Statute Miles.
1. Lachine canal	8½
Lake St. Louis	15
2. St. Anne's lock at outlet of Ottawa river	⅛
Lake of Two Mountains and Ottawa river	27
3. Carillon canal	¾
Ottawa river	6¼
4. Grenville canal	5¾
Ottawa river to Ottawa	56
Total	119⅛

Fourth.—Ottawa to Kingston and Perth.

	Statute Miles.
1. Rideau canal, Ottawa to Kingston	126¼
Perth Branch—Rideau lake to Perth	7
Total	133¼

Fifth.—Lake Ontario, at Trenton, to Lake Huron.

1. Trent canal—not completed.

Sixth.—Atlantic Ocean to Bras d'Or Lakes, Cape Breton.

	Statute Miles.
1. St. Peter's canal	½

RIVER ST. LAWRENCE AND LAKES.

The river St. Lawrence, with the system of canals established on its course above Montreal, and the lakes Ontario, Erie, St. Clair, Huron, and Superior, with connecting canals, afford a course of water communication extending from the strait of Belle Isle to Port Arthur or Fort William on the west coast of lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 miles; the distance to Chicago, 2,243 miles. From the strait of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 statute miles. From Quebec to Montreal the distance is 160 miles.

The control of the St. Lawrence ship channel, and the making of improvements thereto, are now under the Department of Marine and Fisheries, whose annual reports give full information as to the history and improvement of the channel. A 30-foot channel between Montreal and Father Point—with a width of 450 feet in the straight portions, and of from 600 to 750 feet in the bends between Montreal and Quebec, and of 1,000 feet everywhere below Quebec—has been practically completed. In 1909 the first work of deepening the ship channel to 35 feet was begun.

By means of channel improvements, Montreal has been placed at the head of ocean navigation, and here the canal systems of the river St. Lawrence begin, overcoming the several rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the Great Lakes and the Sault Ste. Marie canal to the head of lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and Lake Superior, is about 600 feet.

The Dominion canals, constructed between Montreal and lake Superior, are the Lachine, Soulanges, Cornwall, Farrans Point, Rapide Plat, Galops, Murray, Welland, and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553¼ feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of lake Superior, is forty-eight. The Soulanges canal takes the place of the Beauharnois canal, abandoned for navigation purposes, and the Murray canal is used only by the coasting vessels on lake Ontario. It is not a part of the through route.

It is important to note that the enlargement of canals on the main route between Montreal and lake Erie comprises locks of the following minimum dimensions: length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of vessels to be accommodated is limited to 255 feet. At Farrans Point, in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois, on the Galops canal, the object being to pass a full tow at one lockage. The lock at Sault Ste. Marie is 900 feet by 60 feet, with 18 feet 3 inches on the sills at lowest known water level.

Access from lake Erie to lake Huron is obtained by way of the Detroit river, lake St. Clair, and the St. Clair river, which have been deepened to a minimum of 21 feet, principally by the United States government.

Communication between lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canals, situated on the United States side of the river St. Mary. Improvements of the United States channels in river St. Mary through Hay lake, east of Sault Ste. Marie, have been carried on for several years past. The dredged areas now total 34 miles in length, with a minimum width of 300 feet, which is increased at angles and other critical points to 1,000 feet. The depth is 20 feet at the mean stage of water. In the year 1903 excavation was commenced to afford 21 feet at the lowest stage of water.

The improvement of Canadian channels from above Montreal to the head of Lake Superior is controlled by the Department of Public Works. Work is now under way to dredge the channel in the River St. Mary to 21·5 feet below L.W.L., the existing minimum depth being 18·75 feet below L.W.L. Existing depths elsewhere between Lakes Erie and Superior give a minimum of 21 feet below L.W.L. The Limekiln channel in the Detroit river has been deepened to 21 feet; and the United States government has opened the Livingstone channel in the same (Detroit river) with a depth of 22 feet

The improvements at the harbours of Fort William and Port Arthur now under way will give a minimum depth of 25 feet below L.W.L. This depth exists at present over the channels leading to the principal wharves.

The provisions and maintenance of aids to navigation on all Canadian river and lake channels is controlled by the Department of Marine and Fisheries.

The Sault Ste. Marie, Welland, Cornwall, Soulanges and Lachine canals are well lighted throughout by electricity, and are electrically operated. The Farrans Point canal is lighted with acetylene gas.

Navigation, which is closed by ice during the winter months, opens about the end of April on the Great Lakes and St. Lawrence route. Ice-breaking steamers are now employed to lengthen the navigable season at Lake Superior and Georgian Bay terminals.

STATEMENT OF PRESENT MINIMUM DEPTH OF IMPROVED CHANNELS.

Father Point to Montreal	30 feet.
Montreal to Port Colborne	14 "
Port Colborne to Fort William	18¾ "

LACHINE CANAL.

Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	45 feet.
Depth of water on sills, at two locks	18 "
Depth of water on sills, at three locks	14 "
Average width of new canal	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills. The two lower north locks, however, have been lengthened to 270 feet, and have 16½ feet of water on the sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bar the ascent of the river St. Lawrence. They are 986 miles distant from the strait of Belle Isle.

SOULANGES CANAL.

Length of canal	14 statute miles.
Number of locks—	
Lift	4
Guard	1
Dimensions of locks	280 feet by 45 feet.
Total rise or lockage	84 feet.
Depth of water on sills	15 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	164 "

The canal extends from Cascade Point to Coteau Landing, overcoming the Cascades rapids, Cedar rapids and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges canal the distance is sixteen miles.

CORNWALL CANAL.

Length of canal	11 statute miles.
Number of locks	6
Guard gates	1
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	48 feet.
Depth of water on sills	14 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

The old lift locks, 200 feet by 45 feet, are also available with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through Lake St. Francis 31 miles, which is navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's Landing.

WILLIAMSBURG CANALS.

The Farrans Point, Rapide Plat and Galops canals are collectively known as the Williamsburg canals.

FARRANS POINT CANAL.

Length of canal	1¼ mile.
Number of locks	1
New lock	800 feet by 50 feet.
Old lock	200 " 45 "
Total rise or lockage	3½ feet.
Depth of water on sills of new lock	14 "
Depth of water on sills of old lock	9 "
Breadth of canal at bottom	90 "
Breadth of canal at water surface	154 "

From the head of the Cornwall canal to the foot of Farrans Point canal the distance on the river St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farrans Point rapids, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

Length of canal	3⅜ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet.
Total rise or lockage	11½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	152 "

The old lift-lock, 200 feet by 45 feet, is also available with nine feet of water on mitre sills.

From the head of Farrans Point canal to the foot of Rapide Plat canal there is a navigable stretch of 9½ miles. The canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

Length of canal	7⅓ miles.
Number of locks	3
Dimensions of locks—	
Lift-lock at foot of canal	800 by 50 feet.
Guard-lock at head of canal	270 by 45 "
Lift-lock to pass vessels around Galops rapids only	303 by 45 "
Total rise or lockage	15½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
Breadth of canal at surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Length between eastern and western piers	5⅛ miles.
Breadth at bottom	80 feet.
Breadth at water surface, low water, Lake Ontario	124 "
Depth below low water, Lake Ontario	11 "
Number of locks	None.

This canal extends through the isthmus of Murray, giving connection westward between the head waters of the bay of Quinté and lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, lake Ontario, to Port Colborne, lake Erie.

	Old line.	Enlarged or new line.
Length of canal	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3)	2	1
Number of locks—		
Guard	1	1
Lift	26	25
Dimensions	1 (tidal) 230 x 45 feet. 1 lock 200 x 45 " 1 lock 270 x 45 " 24 locks 150 x 26½ "	270 feet x 45 feet.
Total rise or lockage	326¾ feet.	326¾ feet.
Depth of water on sills	10½ "	14 "

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson cut to river Welland	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct	300 "
Chippewa cut to river Niagara (6-ft. navigation only)	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson	2
Dimensions of locks	150 x 26½ feet.
Total lockage from the canal at Welland down to river Welland	10 feet.
Depth of water on sills	9 feet 10 inches.

GRAND RIVER FEEDER.

Length of canal	21 miles.
Number of locks	2
Dimensions of locks	1 of 150 by 26½ ft. 1 of 300 by 45 ft. lower. / 28 ft. upper
Total rise or lockage	10 feet.
Depth of water on sills	6 " only.
Navigable depth of channel	9 "

PORT MAITLAND BRANCH.

Length of canal	1¾ miles.
Number of locks	1
Dimensions of locks	185 feet by 45 feet.
Depth of water on sills	7½ feet.
Total rise or lockage	7 "
Navigable depth of channel	6 " only.

The Welland canal has two entrances from lake Ontario at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through lake Erie, the Detroit river, lake St. Clair, the St. Clair river, lake Huron and river St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Length of canal, between the extreme ends of the entrance piers	1⅓₀ miles or 7,472 feet.
Number of locks	1
Dimension of locks	900 feet by 60 feet at water level; width at lock bottom, 59 feet.
Depth of water on sills (at lowest known water level)	18 feet 3 inches.
Total rise or lockage (mean)	19 feet.
Breadth of canal at bottom	141 feet 8 inches.
Breadth at surface of water	150 feet.

This canal has been constructed through St. Mary's island, on the north side of the rapids of the river St. Mary, and, with that river, gives communication on Canadian territory between lakes Huron and Superior.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower river Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the river Rideau and the Rideau canal to Kingston, on lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

OTTAWA RIVER CANALS.

The Ste. Anne's lock. Carillon canal. Grenville canal.

RIDEAU CANAL.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall) and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal	8½	
From Lachine to Ste. Anne's lock	15	23½
Ste. Anne's lock and piers	⅛	23⅝
Ste. Anne's lock to Carillon canal	27	50⅝
The Carillon canal	¾	51⅜
From Carillon to Grenville canal	6½	57⅞
The Grenville canal	5¾	63⅝
From the Grenville canal to entrance of Rideau navigation	56	119⅝
Rideau navigation ending at Kingston	126¼	245⅞
" Perth branch, from Rideau lake to Perth	7	195

STE. ANNE'S LOCK.

	New Lock.	Old Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	200 x 45 feet.	190 x 45 feet.
Total rise or lockage	3 "	3 "
Depth on sills	9 "	6 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the island of Montreal, at the outlet of that portion of the river Ottawa which forms the lake of Two Mountains, 23½ miles from Montreal harbour.

CARILLON CANAL.

Length of canal	¾ mile.
Number of locks	2
Dimensions of locks	200 x 45 feet
Total rise or lockage	16 feet.
Depth of water on sills	9 "
Breadth of canal at bottom	100 "
Breadth of canal at water surface	110 "

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal is a navigable stretch of 27 miles, through the lake of Two Mountains and river Ottawa.

By the construction of the Carillon dam across the river Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL.

Length of canal	5¾ miles
Number of locks	5
Dimensions of locks	200 x 45 feet.
Total rise or lockage	43¾ feet.
Depth of water on sills	9 "
Breadth of canal at bottom	40 to 50 feet.
Breadth of canal at surface of water	50 to 80 "

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the river Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

The Rideau system connects the river Ottawa at the city of Ottawa with the eastern end of lake Ontario at Kingston.

Length of navigation	126¼ miles.
Number of locks from Ottawa to Kingston	33 ascending. 14 descending.
Total lockage 457½ feet.	292¼ rise and 165¼ fall. at low water.
Dimensions of locks	134 x 33 feet.
Depth of water on sills	5 feet.
Navigation depth through the several reaches	5 feet.
Breadth of canal reaches at bottom	54 feet in rock. 60 feet in earth.
Breadth of canal at surface of water	80 feet in earth.

PERTH BRANCH.

Length of canal	7 miles.
Number of locks	2
Dimensions of locks	134 feet x 33 feet.
Total rise or lockage	26 "
Depth of water on sills	5 " 6 inches.
Length of dam	200 "
Breadth of canal at surface of water	80 "
Breadth of canal at bottom	40 " in rock. 60 " in clay.

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on lake Rideau, and the town of Perth.

The summit level of the Rideau system is at upper lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the sources of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the river Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolf lake system.

2. The eastern descending level to Ottawa, supplied by the river Tay system, discharging into lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system, formerly known as the Devil lake system, discharging into lake Opinicon.

Lake Opinicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those on lake Loughboro', flow to Cranberry lake, which, discharging through Round Tail outlet, forms the river Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the river Richelieu, through the St. Ours lock to the basin at Chambly; thence, by the Chambly canal, to St.

Johns, and up the river Richelieu to lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, at the southern end of lake Champlain, connection is obtained by means of the Champlain canal with the river Hudson, by which the city of New York is directly reached.

The following table shows the distances between Sorel and New York:—

Sections of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Milles.
Sorel to St. Ours Lock	14	14
St. Ours Lock to Chambly Canal	32	46
Chambly Canal	12	58
Chambly Canal to boundary line	23	81
Boundary line to Champlain Canal	111	192
Champlain Canal to junction with Erie Canal	66	258
Erie Canal from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK AND DAM.

Length	$\frac{1}{8}$ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise or lockage	5 feet.
Depth of water on sills	$6\frac{1}{2}$ "
Length of dam in western channel	690 "

At St. Ours, 14 miles from Sorel, the River Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Length of canal	12 miles.	
Number of locks	9	
Dimensions of locks—		
Guard lock No. 1 at St. Johns	122 feet	From $22\frac{1}{2}$ to 24 feet wide.
Lift lock No. 2	124 "	
Lift locks Nos. 3, 4, 5, 6	118 "	
Lift locks Nos. 7, 8, 9, combined	125 "	
Total rise or lockage	74 "	
Depth of water on sills	7 "	
Breadth of canal at bottom	36 "	
Breadth of canal at surface of water	60 "	

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term "Trent canal" is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between lake Ontario and lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the river Trent, on the Bay of Quinté, lake Ontario, to Honey harbour, about 10 miles north of Midland, on Georgian bay, lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication beween lake Huron and lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the river Trent, Rice lake, the river Otonabee and lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to lake Balsam, the summit water, about 155 miles from Trenton; from lake Balsam by a canal and the river Talbot to lake Simcoe.

From lake Simcoe the route is through lake Couchiching and down the Severn river to Gloucester pool, leaving Gloucester pool by the Go-Home lakes and south Honey harbour and entering the Georgian bay at Skylark rock between the islands of Beausoleil and Minnicoganashene. There will be 8 feet 4 inches of water on the sills throughout. Another passage between Gloucester pool and Georgian bay is provided by a small lock at Port Severn, with 6 feet of water on the sill.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and through lake Scugog, to Port Perry, a distance of approximately 174 miles from Trenton.

The works by which the Trent navigation has been improved to date comprise short canals with locks at Hastings, Peterborough, Peterborough to Lakefield 7 locks, one being a hydraulic lift; Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and six locks between Balsam and Simcoe lakes, one being a hydraulic lift; also lock and dam at Lindsay.

Also dams at Healey falls, Hastings Peterborough, Peterborough to Lakefield, 6; Young's point, Burleigh, Lovesick, Buckhorn, Bobcaygeon, Fenelon Falls, Rosedale, and three between Balsam and Simcoe lakes.

Bridges also have been built at many of the locks and at other places.

For convenience the canal may be divided into the following divisions, the lengths being given:—

ONTARIO-RICE LAKE DIVISION.

Embracing the canal and river navigation between Trenton, on the Bay of Quinté, to Rice lake, 56 miles.

The all-river route from Trenton, on the Bay of Quinté, to Rice lake was fully decided upon by the government during the session of 1907, and the work of construction was begun that fall. The improvement is carried out on the principle of damming the river at suitable points by means of dams, and connecting the pools thus created by means of locks and short stretches of canal. The locks on this division will be 175 feet long, 33 feet wide, with 8 feet 4 inches of water on the sills. In the reaches there will be a minimum depth of 9 feet of water. For the purpose of construction, this division of 56 miles has been divided into seven sections, all of which are under contract. Rice lake is 369 feet above low water level of lake Ontario, which height will be overcome by 18 locks.

PETERBOROUGH-RICE LAKE DIVISION.

Embracing that stretch of river and lake navigation from the lower end of Rice lake to Peterborough, 32 miles.

This division is navigable with a minimum depth of 6 feet.

At Hastings are a concrete lock, replacing the old masonry lock, and a concrete dam, replacing the old timber structure which formerly existed at that point; these maintain navigation on the Trent river, Rice lake and the Otonabee river to Peterborough, a distance of about 38 miles.

At Peterborough, 89 miles from Trenton, is a masonry lock and a concrete dam which maintain navigation through Little lake to lock No. 6 of the Peterborough-Lakefield division, a distance of about three-quarters of a mile.

PETERBOROUGH-LAKEFIELD DIVISION.

Embracing that stretch of river and canal navigation from Little lake at Peterborough to Lakefield, 10 miles.

Construction completed and canal in operation with a minimum depth of 6 feet for navigation.

From Peterborough to Lakefield, navigation is maintained on the Otonabee river by a series of concrete locks and timber dams as follows:—

Leaving Little lake through lock No. 6, in a distance of about half a mile, the hydraulic lift lock is reached, where there is a lift of 65 feet into a reach which extends to lock No. 5, about five miles from Peterborough, the last mile only of this reach being in the river; from here to Lakefield, locks 5, 4, 3, 2 and 1, with their respective dams, give navigation to Lakefield, about ten miles from Peterborough, or 99 from Trenton, and thence on five miles further to Young's Point.

KAWARTHA LAKES DIVISION.

Embraces that stretch of lake and river navigation from Lakefield to the entrance to the canal on the west shore of Balsam lake—62 miles.

Navigable with a minimum depth of 6 feet. Also in this division, may be included the Lindsay branch which embraces the Scugog lake and river from main channel on Sturgeon lake to Port Perry, the distance being about 30 miles, not included in the total 62 miles above mentioned. A new lock and dam at Lindsay on this branch have recently been built.

At Young's point, a masonry lock and timber dam maintain navigation through Clear and Stony lakes to Burleigh, a distance of about nine miles.

At Burleigh, a masonry lock of two lifts and concrete dam maintain navigation through Lovesick lake, about two miles, to Lovesick. A new concrete dam has recently been completed at Burleigh.

At Lovesick, a masonry lock and timber dam maintain navigation through Deer bay for about five miles to Buckhorn.

At Buckhorn, a masonry lock and new concrete dam maintain navigation for about 16½ miles through Buckhorn and Pigeon lakes to Bobcaygeon, 136 miles from Trenton, and also as branches, maintain navigation from Buckhorn lake through Chemong lake to Bridgenorth, about 8 miles, and in the Pigeon river from Pigeon lake to Omemee, about 10 miles.

At Bobcaygeon, a masonry lock and two dams, one being recently rebuilt of concrete and the other a timber one, maintain navigation through Sturgeon lake and Fenelon river, a distance of about 14½ miles to Fenelon Falls.

At Fenelon Falls is a short canal, a masonry lock of two lifts and a new concrete dam which maintain navigation across Cameron lakes to Rosedale, a distance of about 3½ miles, to a new concrete lock of the same dimensions as those of the Ontario-Rice lake division.

At Rosedale, the new concrete lock and dam maintain navigation on Balsam lake, the summit level of the canal, which extends from Rosedale to the hydraulic lock at Kirkfield, a distance of twelve miles; half of this distance is through a canal connecting Balsam lake with the lock, which is about 166 miles from Trenton.

SIMCOE-BALSAM LAKE DIVISION.

Extends from Balsam lake to Gamebridge on lake Simcoe—18·2 miles.

Construction completed and canal in operation with a minimum depth of 6 feet.

At the Kirkfield hydraulic lock is a drop of 50·44 feet from the summit level. From this point to Gamebridge on lake Simcoe, 179 miles from Trenton, the route consists of canal and river reaches maintained by damming the Talbot river. There are five new concrete locks numbered 1, 2, 3, 4 and 5, with concrete dams at Nos. 1 2 and 3.

SEVERN RIVER DIVISION.

This division embraces the western portion of the system extending from lake Simcoe to the Georgian Bay. It comprises three main sections, Nos. 1, 2 and 3, and the Port Severn section. Except for section 1, these are all in course of construction.

Section 3 extends from lake Couchiching to a point 1¾ miles above Ragged rapids, a distance of 15·3 miles. The dams at the various outlets of lake Couchiching will be remodelled so as to provide more efficient regulation. A cut 4 miles long with a lock of 20 feet drop at its northern end will connect deep water in lake Couchiching with the Severn river just below Severn Bridge. From this point the route follows the Severn river through Sparrow lake to the lower end of the section without lockage.

Section 2, 11·6 miles long, extends to Big Chute. Except for ¼ mile of cut near the east end of the section, the route follows the river bed throughout. The dam and power plant at Ragged rapids will be replaced by a new dam, power plant and lock of 47 feet drop two miles further down the river. This is the only lock on this section. A regulating dam is being constructed on Pretty Channel.

Section 1, 16·8 miles long, extends to deep water in Georgian bay west of Beausoleil island. Between Big Chute and Gloucester pool the route is east of the river, and will consist of two locks of 29 feet drop each, connected by an artificial lake. The Gloucester pool level extends through the Go-Home lakes to the south Honey harbour lock where, with a drop of about 14·5 feet, the canal will enter the Georgian bay level.

The Port Severn section includes the impounding and regulating dams at Port Severn which maintain the Gloucester pool level. A small lock there will provide for small craft an additional route between Gloucester pool and Georgian bay.

HOLLAND RIVER DIVISION.

This contemplated the canalization of the Holland river between lake Simcoe and Newmarket, 12·3 miles. It has not been completed, and work on it was discontinued in December, 1911.

The following is a list of locks now in use, with their dimensions, in order of location, from Hastings to Gamebridge on lake Simcoe.

		Length between Hollow Quoins	Width.	Depth on Sill.	Lift.
		Ft.	Ft.	Ft.	Ft.
1	Lock at Hastings	175	33	8 4 in.	9
1	" at Peterborough	134	33	6	9
1	" No. 6, Peterborough—Lakefield division	142	33	6	12
1	" at Peterborough, hydraulic lift lock No. 1	140	33	6	65
1	" No. 5, Peterborough—Lakefield division	142	33	6	14
1	" No. 4, " " "	142	33	6	12
1	" No. 3, " " "	142	33	6	12
1	" No. 2, " " "	142	33	6	10
1	" No. 1, " " "	142	33	6	16
1	" at Young's point	134	33	6	6
2	" at Burleigh, each 11½ feet { Upper / Lower	134 / 150	33	6	23
1	" at Lovesick	134	33	6	4
1	" at Buckhorn	134	33	6	9
1	" at Bobcaygeon	134	33	6	7
2	" at Fenelon Falls, each 12 feet { Upper / Lower	134 / 150	33	6	24
1	" at Rosedale	175	33	8 4 in.	4
1	" at Kirkfield, hydraulic lift No. 2	140	33	6	50·44
1	" No. 1, Simcoe—Balsam Lake division	142	33	6	21
1	" No. 2, " " "	142	33	6	14
1	" No 3, " " "	142	33	6	14
1	" No. 4, " " "	142	33	6	14
1	" No. 5, " " "	142	33	6	11
24					
1	" at Lindsay, Scugog Branch	142	33	6	6·5

ST. PETER'S CANAL, CAPE BRETON.

Length of canal	About 2,600 feet.
Breadth at water line	55 feet.
Lock	1 tidal lock, 4 pairs of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 feet.
Extreme rise and fall of tide in St. Peter's bay	7 feet

This canal connects St. Peter's bay on the southern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width, and gives access from the Atlantic. A new Atlantic entrance and lock, 300 feet by 48 feet, are now under construction. These will replace the existing lock and entrance.

PART VIII.

MISCELLANEOUS STATEMENTS.

Table of distances, Intercolonial and Prince Edward Island Railways.

INTERCOLONIAL RAILWAY.

Expenses, gross earnings, freight tonnage, profit or loss, and passengers, yearly since July 1, 1876.

Earnings, passenger, freight, mails and sundries, yearly since July 1, 1876.

Local and through freight, yearly since July 1, 1876.

Local and through passengers, yearly since July 1, 1876.

Coal carried from Nova Scotia collieries, yearly since July 1, 1876.

Grain carried for shipment, yearly since July 1, 1876.

Flour and meal carried, yearly since July 1, 1876.

Grain carried, yearly since July 1, 1876.

Lumber carried, yearly since July 1, 1876.

Live stock carried, yearly since July 1, 1876.

Raw and refined sugar carried, yearly since July 1, 1876.

Fresh and salt fish carried, yearly since July 1, 1876.

Ocean-borne goods carried, yearly since July 1, 1876.

WINDSOR BRANCH.

Earnings, expenses and profits or losses, yearly from 1880.

PRINCE EDWARD ISLAND RAILWAY.

Expenses, earnings, freight and passenger traffic and loss, yearly from 1875.

CANALS.

Statement showing total cost of construction and enlargement from Montreal to Port Arthur.

Statement showing total cost of construction and enlargement from Lachine to Ottawa.

Statement showing total cost of construction and enlargement from Ottawa to Kingston.

Statement showing total cost of construction and enlargement from St. Johns to Sorel.

Statement showing total cost of construction and enlargement from Lake Ontario to Georgian Bay.

Statement showing total cost of construction and enlargement from Atlantic Ocean to Bras d'Or Lakes.

Freight traffic in 1914 and 1915.

Dates of opening and closing of canals for the season of 1915.

INTERCOLONIAL RAILWAY.

The International railway touches six Atlantic Ocean ports, namely Pointe du Chêne, Pictou, Halifax, St. John, Sydney and North Sydney, as well as the river St. Lawrence ports of Lévis, opposite Quebec, and Montreal.

The total length of the road operated during the year ended March 31, 1916, was 1,518·39 miles.

The following are the through distances:—

	Miles.
Montreal to Halifax, via Lévis	838·60
" St. John, via Lévis	741·09
" Sydney, via Lévis	1,001·45
" North Sydney, via Lévis	986·29

Freight is carried direct via St. Henri, which would reduce each of the above distances by 5·45 miles.

MAIN LINE AND BRANCHES.

	Miles.
Halifax to Truro	62·12
Dartmouth branch	81·57
Truro to Moncton	124·75
Moncton to St. John	89·36
Pointe du Chêne branch	11·89
Pacific Junction to Campbellton	175·25
Campbellton to Mont Joli	105·38
Mont Joli to Rivière du Loup	83·44
Rivière Ouelle branch	6·48
Rivière du Loup to Chaudière Junction	118·13
Hadlow to Chaudière Curve	5·76
Chaudière to Ste. Rosalie	115·80
St. Charles Junction to Pointe Lévis	14·69
Nicolet branch	16·76
Dalhousie branch	6·74
Pictou to Brown's Point	2·23
Oxford Junction to Stellarton	79·40
Junction near New Glasgow to Pictou Landing	8·30
Pugwash Junction to Pugwash	4·60
Truro to Mulgrave	122·35
Point Tupper to Sydney	101·84
Fredericton to Derby Junction	110·64
Nelson Junction to Loggieville	13·77
Ferrona Junction to Sunny Brae	12·52
New Glasgow to Thorburn	5·35
	1,479·12

LEASED.

Length of Main line from Pointe Lévis to Hadlow	0·97	
Chaudière Curve to Chaudière	1·27	
Ste. Rosalie Junction to Montreal	37·03	
		39·27
Total miles		1,518·39
Mulgrave to Point Tupper (Ferry)		0·80
		1,519·19
International Railway		111·30
N.B. & P.E.I.		36·05
St. John & Quebec		119·87

FREIGHT BRANCHES OWNED.

	Miles.
Switch near North street to D. W. T., Halifax	0·85
Halifax Cotton Factory	2·10
North Sydney Station to wharf	0·82
Switch near Pictou Landing to coal wharf	0·75
Pictou Station to wharf	0·15
Logan's Tannery siding	0·48
Pugwash Station to wharf	0·07
Sackville Wharf branch	0·47
Dorchester Wharf branch	1·00
Moncton Wharf branch	1·00
Courtenay Bay branch	2·39
St. John water front extension	0·44
St. John Station to Deep Water wharf	0·28
Newcastle Wharf branch (included in Dalhousie subdivision)	1·75
Campbellton Wharf branch	0·43
Rimouski Wharf branch	2·49
Trois Pistoles spur	2·38
Rivière du Loup Wharf branch	4·16
St. Pacôme Spur (included in Nicolet subdivision)	1·27
Carmel Branch, main line to village	1·05
Fort Lawrence Spur	1·18
Wallace Spur	2·00
Pugwash branch to brickworks	1·02
Bathurst Spur	2·43
Georges River to Scotch Lake	1·65
Quebec Bridge connection	2·37
	34·98

PRINCE EDWARD ISLAND RAILWAY.

LENGTH OF LINE.

	Miles.
Charlottetown to Tignish	116·1
Mount Stewart Junction to Georgetown	24·4
Royalty Junction to Souris	54·7
Emerald Junction to Cape Traverse	11·8
Charlottetown to Murray Harbour	47·8
Montague Junction to Montague	6·2
Harmony Junction to Elmira	9·9
Lake Verde to Vernon	3·7
	274·6

INTERCOLONIAL RAILWAY.

The following table shows the working expenses, gross earnings, the tonnage of freight and number of passengers carried each year from July 1, 1876, to March 31, 1916.

Year.	Average miles in Operation.	Working Expenses.	Gross Earnings.	Profit.	Loss.	Tons of Freight Carried.	No. of Passengers Carried.
		$ cts.	$ cts.	$ cts.	$ cts.		
1876-77	714	1,661,673 55	1,154,445 33		507,228 22	421,327	613,420
1877-78	714	1,816,273 56	1,378,946 78		432,326 78	552,710	618,957
1878-79	714	2,010,183 22	1,294,009 69		716,083 53	510,861	640,101
1879-80	829	1,603,439 71	1,506,298 48		97,131 23	561,924	581,483
1880-81	840	1,759,851 27	1,760,393 92	542 65		725,777	631,246
1881-82	840	2,069,657 45	2,079,262 66	9,605 18		838,956	779,994
1882-83	840	2,360,373 27	2,370,910 10	17,547 18		970,961	878,600
1883-84	887	2,377,433 62	2,384,414 92	6,981 30		1,009,237	944,636
1884-85	941	2,519,751 56	2,441,203 66		78,547 90	989,986	957,228
1885-86	946	2,583,999 67	2,450,093 88		133,905 79	1,023,788	932,880
1886-87	977	2,922,369 62	2,660,116 93		262,252 69	1,143,029	942,784
1887-88	971	3,366,781 74	2,983,336 05		383,445 69	1,288,823	1,040,163
1888-89	971	3,244,647 73	2,967,801 00		276,847 73	1,218,877	1,136,272
1889-90	971	3,560,575 74	3,012,739 87		847,835 87	1,368,819	1,219,233
1890-91	1,091	3,662,341 94	2,977,395 38		684,946 56	1,304,534	1,298,304
1891-92	1,142	3,439,377 00	2,945,441 97		493,935 03	1,264,575	1,297,732
1892-93	1,142	3,045,317 50	3,065,499 09	20,181 59		1,338,080	1,292,878
1893-94	1,142	2,981,671 98	2,987,516 17	5,838 29		1,342,710	1,301,062
1894-95	1,142	2,936,902 74	2,940,717 95	3,815 21		1,276,816	1,352,664
1895-96	1,142	3,012,827 62	2,957,670 10		55,187 52	1,379,618	1,471,866
1896-97	1,145	2,925,968 67	2,866,028 02		59,940 65	1,296,028	1,501,690
1897-98	1,201	3,327,648 51	3,117,669 85		209,978 66	1,434,576	1,523,444
1898-99	1,315	3,675,686 21	3,738,331 44	62,645 43		1,750,761	1,603,095
1899-1900	1,315	4,431,404 69	4,552,071 71	120,667 02		2,151,208	1,029,754
1900-01	1,315	5,160,404 64	4,972,235 87		488,186 77	2,111,310	2,517,295
1901-02	1,315	5,574,563 30	5,671,385 91	96,822 61		2,385,816	2,186,226
1902-03	1,315	6,196,653 19	6,324,323 72	127,670 53		2,790,737	2,404,230
1903-04	1,321	7,239,982 04	6,339,231 43		900,750 61	2,664,149	2,663,156
1904-05	1,446	8,508,826 75	6,783,522 83		1,725,303 92	2,782,257	2,810,960
1905-06	1,446	7,881,914 36	7,643,829 90	61,915 54		3,156,189	2,737,160
1906-07†	1,448	6,030,171 83	6,248,311 00	218,139 17		2,606,073	2,044,847
1907-08	1,448	9,157,435 53	9,173,558 80	16,123 27		4,134,064	2,789,371
1908-09	*1,447·13	9,328,021 55	8,527,069 46		800,952 09	3,573,972	2,907,232
1909-10	1,447·13	8,645,970 33	9,268,234 99	623,164 66		3,927,240	3,122,347
1910-11	1,455·63	9,595,976 79	9,863,783 40	267,806 61		4,101,400	3,232,895
1911-12	1,468·15	10,591,035 84	10,593,785 84	2,750 00		4,536,599	3,416,553
1912-13	1,467·73	‡11,984,482 69	11,984,482 69			5,203,469	3,763,115
1913-14	1,457·77	**12,878,549 00	12,878,549 00			5,287,740	3,983,511
1914-15	1,450·08	11,438,373 00	11,444,873 00	6,500 00		4,529,002	3,613,373
1915-16	1,526·78	12,551,495 84	14,068,791 41	1,517,295 57		5,447,220	4,124,387

† The year 1906-7 was nine months only; the Canadian fiscal year having been changed to close on March 31, instead of June 30.

*The railway was remeasured in this year.

‡Of this total $4,500 was paid for compassionate allowance by special vote of Parliament.

**Of this total $11,360 was paid for compassionate allowance by special vote of Parliament.

INTERCOLONIAL RAILWAY.

STATEMENT of Earnings, yearly, from July 1, 1876, to March 31, 1916.

Year.	Miles in Operation.	Passenger Traffic.	Freight Traffic.	Mails and Sundries.	Total.
		$ cts.	$ cts.	$ cts.	$ cts.
1876-7	714	460,368 15	607,564 99	86,512 21	1,154,443 33
1877-8	714	475,256 82	801,709 82	101,985 07	1,378,946 78
1878-9	714	451,893 29	752,490 85	88,715 55	1,294,009 69
1879-80	829	490,338 66	915,486 50	100,473 32	1,506,298 48
1880-1	840	545,114 48	1,113,872 21	101,407 23	1,760,493 92
1881-2	840	651,299 74	1,303,496 00	124,470 72	2,679,262 66
1882-3	840	741,992 72	1,487,601 98	141,326 40	2,379,910 10
1883-4	887	775,784 77	1,461,390 37	147,240 78	2,383,414 92
1884-5	941	747,285 13	1,542,052 10	151,566 35	2,441,203 66
1885-6	946	765,900 03	1,523,487 72	160,706 13	2,450,093 88
1886-7	977	828,328 28	1,677,971 59	153,817 06	2,660,116 93
1887-8	971	844,448 07	1,932,877 85	166,010 13	2,983,336 95
1888-9	971	906,246 77	1,909,094 44	152,460 09	2,967,801 00
1889-90	971	895,094 53	1,964,646 86	152,998 48	3,012,739 87
1890-1	1,094	962,316 88	1,853,629 88	160,448 62	2,977,395 38
1891-2	1,142	961,427 94	1,803,529 03	180,485 00	2,946,441 97
1892-3	1,142	1,002,912 74	1,868,853 84	184,468 80	3,065,499 09
1893-4	1,142	958,915 13	1,834,126 34	193,762 51	2,987,502 27
1894-5	1,142	963,914 44	1,782,608 54	194,194 97	2,940,717 95
1895-6	1,142	971,426 26	1,788,813 18	197,400 66	2,957,640 10
1896-7	1,145	979,005 57	1,687,050 42	199,472 03	2,866,028 02
1897-8	1,201	1,053,864 64	1,857,740 06	206,065 15	3,117,669 85
1898-9	1,315	1,167,453 16	2,348,096 58	222,781 70	3,738,331 44
1899-1900	1,315	1,404,469 87	2,912,790 52	234,811 32	4,552,071 91
1900-1	1,315	1,607,166 79	3,121,006 15	244,062 93	4,972,235 87
1901-2	1,315	1,770,941 13	3,644,513 42	255,931 36	5,761,385 91
1902-3	1,315	1,927,916 87	4,128,255 00	268,151 75	6,324,323 72
1903-4	1,321	2,021,568 40	4,041,122 48	276,540 55	6,339,231 43
1904-5	1,446	2,105,066 75	4,373,178 75	305,277 53	6,783,522 33
1905-6	1,446	2,297,716 52	5,019,805 53	326,307 85	7,643,829 90
1906-7	1,448	1,952,438 88	4,032,745 00	263,127 12	†6,248,311 05
1907-8	1,448	2,711,416 98	6,054,493 45	407,643 37	9,173,358 80
1908-9	*1,447·13	2,628,218 57	5,502,550 58	396,300 31	8,527,069 46
1909-10	1,447·13	2,765,884 66	6,048,884 18	453,166 15	9,268,234 99
1910-11	1,455·63	2,899,419 82	6,344,595 66	619,767 92	9,863,783 40
1911-12	1,468·15	3,017,304 63	7,008,300 49	568,180 72	10,593,785 84
1912-13	1,467·73	3,438,447 32	8,028,760 13	517,275 24	11,984,482 69
1913-14	1,457·77	3,674,878 75	8,469,590 33	734,079 92	12,878,549 00
1914-15	1,450·08	3,291,916 96	7,310,765 11	842,191 07	11,444,873 14
1915-16	1,526·78	4,010,879 58	9,200,339 21	857,572 62	14,068,791 41

*As measured in this year. †1906-7, nine months only.

SESSIONAL PAPER No. 20

INTERCOLONIAL RAILWAY.

STATEMENT showing the Number of Tons of Local and Through Freight carried, yearly, from July 1, 1876, to March 31, 1916.

Year.	Miles in Operation.	Local Freight.	Through Freight.	Total.
1876-7	714	The information for these		421,327
1877-8	714	years was destroyed		522,710
1878-9	714	when the general office		510,861
1879-80	829	in Moncton was burned.		561,924
1880-1	840			725,777
1881-2	840	571,784	267,272	838,956
1882-3	840	537,025	443,936	970,961
1883-4	887	584,581	424,658	1,009,237
1884-5	941	506,574	483,352	989,936
1885-6	946	580,076	443,712	1,023,788
1886-7	977	633,455	509,565	1,143,020
1887-8	971	727,599	561,224	1,288,823
1888-9	971	624,436	594,441	1,218,877
1889-90	971	756,696	612,123	1,368,819
1890-1	1,094	797, 92	507,042	1,304,534
1891-2	1,142	750,783	513,792	1,264,575
1892-3	1,142	1,030,628	357,452	1,388,080
1893-4	1,142	966,114	376,596	1,342,710
1894-5	1,142	901,374	366,442	1,267,816
1895-6	1,142	1,101,229	368,389	1,379,618
1896-7	1,145	927,167	368,859	1,296,028
1897-8	1,201	1,053,569	381,007	1,434,576
1898-9	1,315	1,351,569	399,192	1,750,761
1899-1900	1,315	1,713,928	437,280	2,151,208
1900-1	1,315	1,633,671	477,639	2,111,310
1901-2	1,315	1,914,551	471,265	2,385,816
1902-3	1,315	2,239,993	550,744	2,790,737
1903-4	1,321	2,123,261	540,888	2,664,149
1904-5	1,446	2,119,528	662,729	2,782,257
1905-6	1,446	2,413,863	742,326	3,156,189
1906-7	1,448	1,996,869	609,204	*2,606,073
1907-8	1,448	3,227,425	906,629	4,134,064
1908-9	†1,447·13	2,742,454	831,518	3,573,972
1909-10	1,447·13	2,958,642	968,598	3,927,240
1910-11	1,455·63	3,0 5,437	1,015,963	4,101,400
1911-12	1,468·15	3,452,489	1,084,110	4,536,599
1912-13	1,467·73	3,913,373	1,290,096	5,203,469
1913-14	1,457 77	3,783,578	1,504,162	5,287,740
1914-15	1,450·08	2,983,719	1,545,283	4,529,002
1915-16	1,526·78	3,788,852	1,658,368	5,447,220

* 1906-7, nine months only. † As remeasured in this year.

INTERCOLONIAL RAILWAY.

STATEMENT of the Number of Local and Through Passengers carried yearly from July 1, 1876, to March 31, 1916.

Year.	Miles in Operation.	Number of Local Passengers.	Number of Through Passengers.	Total.
1876-7	714	The information for these		613,420
1877-8	714	years was destroyed		619,957
1878-9	714	when the general office		640,101
1879-80	829	in Moncton was burned.		581,483
1880-1	840			631,245
1881-2	840	647,534	132,460	779,994
1882-3	840	728,186	150,414	878,600
1883-4	887	784,715	159,421	944,636
1884-5	941	812,028	145,200	957,228
1885-6	946	784,817	148,063	932,880
1886-7	977	814,032	128,752	942,784
1887-8	971	948,324	91,839	1,040,163
1888-9	971	1,050,592	85,680	1,136,272
1899-90	971	1,112,695	91,531	1,219,233
1890-1	1,094	1,203,814	94,490	1,298,304
1891-2	1,142	1,198,649	99,083	1,297,732
1892-3	1,142	1,188,827	104,051	1,292,878
1893-4	1,142	1,216,027	85,035	1,301,062
1894-5	1,142	1,272,284	80,383	1,352,667
1895-6	1,142	1,386,803	85,063	1,471,866
1896-7	1,145	1,416,631	85,059	1,501,690
1897-8	1,201	1,438,590	89,854	1,523,444
1898-9	1,315	1,504,652	98,443	1,103,095
1899-1900	1,315	1,878,858	112,896	1,791,754
1900-1	1,315	1,905,599	119,696	2,025,295
1901-2	1,315	2,061,196	125,030	2,186,226
1902-3	1,315	2,555,013	149,217	2,404,230
1903-4	1,321	2,447,843	215,313	2,663,156
1904-5	1,446	2,589,928	221,032	2,810,960
1905-6	1,446	2,491,472	245,688	2,737,160
*1906-7	1,448	1,853,126	191,721	2,044,846
1907-8	1,448	2,593,886	195,485	2,789,371
1908-9	†1,447·13	2,656,217	251,020	2,907,237
1909-10	1,447·13	2,873,547	248,777	3,122,324
1910-11	1,455·63	2,968,435	264,460	3,232,895
1911-12	1,468·15	3,126,922	289,631	3,416,553
1912-13	1,467·73	3,448,411	314,704	3,763,115
1913-14	1,457·77	3,637,482	346,029	3,983,511
1914-15	1,450·08	3,348,614	264,757	3,613,371
1915-16	1,526·78	3,856,603	267,784	4,124,387

*1906-7, nine months only. † As remeasured this year.

The following table shows the number of Tons of Coal carried over the Intercolonial railway from the Nova Scotia collieries to Ste. Rosalie, Montreal and St. John for points west thereof, and to local stations, in each year from July 1, 1876, to March 31, 1916.

Year.	For the West.			To Local Stations.	Total.
	Via Ste. Rosalie.	Via Montreal.	Via St. John.		
1876-7				103,420	103,420
1877-8				97,043	97,043
1878-9		300		112,232	112,532
1879-80		1,097		135,369	136,466
1880-1		6,102	4,022	174,483	184,607
1881-2		18,015	11,779	218,364	248,158
1882-3		12,837	22,206	227,380	262,423
1883-4		32,014	19,532	252,014	293,562
1884-5		133,440	1,773	213,791	349,004
1885-6		171,170	21,150	215,272	407,592
1886-7		192,871	27,536	233,178	453,585
1887-8		183,704	36,223	309,727	529,659
1888-9		160,026	27,923	338,538	526,487
1889-90		164,453	25,126	366,967	554,546
1890-1		113,996	60,213	344,829	498,038
1891-2		35,447	5,918	392,441	433,806
1892-3		136,808	3,775	402,653	543,296
1893-4		102,273	8,028	367,390	478,691
1894-5		67,082	7,865	310,253	385,200
1895-6		53,124	9,681	369,708	432,513
1896-7		38,395	12,305	331,469	382,172
1897-8		9,084	9,796	351,069	369,949
1898-9		4,647	5,399	484,163	494,206
1899-1900		3,495		599,714	603,289
1900-1		136			506,454
1901-2		1,131	5,763	3,640	546,986
1902-3	2,200	7,817	6,775	725,727	742,519
1903-4	2,260	637	513	691,346	694,761
1904-5	800	265	5,022	596,290	602,377
1905-6	7,542	1,625	661	610,444	620,272
*1906-7	1,737	2,808	3,252	624,833	632,630
1907-8	22	183	4,245	1,061,694	1,066,134
1908-9	514	945	4,243	909,050	914,752
1909-10	42	890	1,452	1,003,120	1,005,504
1910-11	90	180	633	983,921	984,824
1911-12	73		303	1,111,157	1,111,533
1912-13			425	1,216,636	1,217,061
1913-14	26			1,237,550	1,237,576
1914-15			50	1,083,492	1,083,542
1915-16			17,023	1,316,361	1,333,384

* 1906-7, nine months only.

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway for shipment from July 1, 1876, to March 31, 1916.

Year.	Bushels.		Total.	Year.	Bushels.		Total.
	Via Chaudière.	Via St. John.			Via Chaudière.	Via St. John.	
1876-7				1896-7	Nil.	Nil.	Nil.
1877-8				1897-8	8,000	"	8,000
1878-9				1898-9	30,000	"	30,000
1879-80				1899-1900	13,239	"	13,239
1880-1				1900-1	147	"	147
1881-2				1901-2	Nil.	"	Nil.
1882-3	31,011		31,011	1902-3	"	"	"
1883-4	73,389		73,389	1903-4	147,438	"	147,438
1884-5	300,901		300,901	1904-5	Nil.	"	Aucun.
1885-6	389,122		389,122	1905-6	*170,000		170,000
1886-7	575,880		575,880	1906-7			Nil.
1887-8	69,021		69,021	1907-8			"
1888-9	129,725		129,725	1908-9			"
1889-90	502,012		502,012	1909-10			"
1890-1	148,803	59,543	218,337	1910-11	*233,839	2,000	235,839
1891-2	845,997	519,500	1,265,497	1911-12	†122,734	1,215,574	1,338,308
1892-3	156,306	197,666	352,975	1912-13	*2,021,901		2,021,901
1893-4	Nil.	8,026	8,026	1913-14	*2,251,117	966,800	3,217,917
1894-5	"	Nil.	Nil.	1914-15	†859,888	658,524	1,518,412
1895-6	"	"	"	1915-16	1,942,642		1,942,642

* Via Montreal. 1906-7, nine months only. † Via Halifax.

TABLE showing the number of Barrels of Flour and Meal carried during each year over the Intercolonial railway from July 1, 1876, to March 31, 1916.

Year.	Barrels.	Year.	Barrels.
1876-7	254,710	1896-7	847,701
1877-8	557,772	1897-8	987,701
1878-9	630,329	1898-9	1,157,250
1879-80	535,248	1899-1900	1,234,077
1880-1	672,310	1900-1	1,292,106
1881-2	692,095	1901-2	1,311,707
1882-3	983,916	1902-3	1,521,540
1883-4	817,134	1903-4	1,607,050
1884-5	935,977	1904-5	1,769,480
1885-6	761,127	1905-6	1,882,630
1886-7	763,894	1906-7	1,531,140
1887-8	871,838	1907-8	1,528,620
1888-9	948,514	1908-9	1,466,920
1889-90	1,116,050	1909-10	1,608,170
1890-1	1,013,129	1910-11	1,696,280
1891-2	954,015	1911-12	1,873,640
1892-3	856,913	1912-13	2,094,990
1893-4	944,967	1913-14	1,960,920
1894-5	938,351	1914-15	2,374,440
1895-6	822,097	1915-16	2,822,900

1906-7, nine months only.

TABLE showing the number of Bushels of Grain carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Bushels.	Year.	Bushels.
1876-77	292,852	1896-97	1,093,499
1877-78	331,170	1897-98	1,551,372
1878-79	302,921	1898-99	2,595,353
1879-80	534,021	1899-1900	2,720,453
1880-81	565,678	1900-01	3,535,364
1881-82	560,253	1901-02	2,959,761
1892-83	1,195,601	1902-03	3,392,252
1883-84	654,673	1903-04	2,788,772
1884-85	734,902	1904-05	3,317,910
1885-86	849,800	1905-06	2,924,226
1886-87	1,018,395	1906-07	2,231,864
1887-88	1,219,035	1907-08	4,567,245
1888-89	1,256,158	1908-09	4,727,268
1889-90	2,610,202	1909-10	7,074,042
1890-91	2,890,921	1910-11	5,080,848
1891-92	3,776,677	1911-12	5,206,440
1892-93	1,514,619	1912-13	6,520,920
1893-94	1,304,684	1913-14	6,419,560
1894-95	1,036,384	1914-15	5,011,840
1895-96	1,064,385	1915-16	6,537,213

1906-7, nine months only.

TABLE showing the quantity of Lumber in feet carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Feet.	Year.	Feet.
1876-77	50,096,474	1896-97	243,355,725
1877-78	56,626,547	1897-98	354,093,816
1878-79	55,626,696	1898-99	306,554,031
1879-80	55,462,654	1899-1900	379,350,074
1880-81	72,841,388	1900-01	396,858,964
1881-82	78,356,418	1901-02	428,051,029
1882-83	104,633,417	1902-03	459,231,589
1883-84	131,120,918	1903-04	465,379,803
1884-85	138,493,675	1904-05	518,434,310
1885-86	117,186,512	1905-06	572,878,600
1886-87	161,801,763	1906-07	452,602,703
1887-88	197,755,272	1907-08	754,759,383
1888-89	199,507,777	1908-09	571,395,101
1889-90	210,886,071	1909-10	677,805,611
1890-91	184,188,324	1910-11	647,327,499
1891-92	175,474,340	1911-12	656,418,588
1892-93	181,211,013	1912-13	830,654,000
1893-94	200,507,949	1913-14	1,000,849,630
1894-95	202,247,269	1914-15	558,730,900
1895-96	226,332,715	1915-16	720,012,230

1906-7, nine months only.

TABLE showing the number of Live Stock carried during each year over the Intercolonial railway since July 1, 1876.

Year.	Number.	Year.	Number.
1876-77	34,414	1896-97	72,082
1877-78	46,498	1897-98	89,301
1878-79	47,584	1898-99	109,821
1879-80	70,990	1899-1900	92,813
1880-81	61,574	1900-01	95,923
1881-82	73,479	1901-02	98,495
1882-83	68,338	1902-03	127,060
1883-84	60,090	1903-04	113,006
1884-85	70,785	1904-05	110,670
1885-86	74,498	1905-06	106,589
1886-87	82,896	1906-07	97,381
1887-88	98,302	1907-08	99,824
1888-89	85,960	1908-09	104,165
1889-90	80,771	1909-10	106,712
1890-91	95,529	1910-11	113,976
1891-92	87,889	1911-12	115,189
1892-93	93,369	1912-13	119,490
1893-94	79,203	1913-14	98,207
1894-95	72,106	1914-15	163,800
1895-96	64,051	1915-16	128,312

1906-7, nine months only.

TABLE showing the number of Tons of Ocean-borne goods to and from Europe carried over the Intercolonial railway during each year from July 1, 1876, to March 31, 1916.

Year.	Via Ste. Rosalie to and from the West.	Via Montreal to and from the West.	Via St. John to and from the West.	To and from Local Stations.	Total.
1876-77					
1877-78		14,949		3,405	18,354
1878-79		21,628		2,643	24,271
1879-80		21,073		4,952	26,025
1880-81		15,454		3,334	18,788
1881-82		21,607		4,168	25,775
1882-83		24,875		7,911	32,786
1883-84		19,696		6,533	26,229
1884-85		22,787		8,405	31,192
1885-86		13,464		8,216	21,680
1886-87		16,923		9,811	26,734
1887-88		41,864		8,878	50,742
1888-89		17,340		11,481	28,821
1889-90		9,895		11,730	21,625
1890-91		9,923		10,764	20,687
1891-92		9,716		23,835	33,571
1892-93		7,295		12,319	19,714
1893-94		3,023	204	13,455	16,682
1894-95		6,749	213	10,399	17,361
1895-96		3,767	314	16,748	20,829
1896-97		2,654	263	17,239	20,156
1897-98		5,950	1,637	18,633	26,220
1898-99		2,462	243	31,555	34,263
1899-1900		6,880	307	37,108	39,794
1900-01	322	7,780	1,142	155,514	163,838
1901-02	1,106	11,925	1,528	172,733	183,147
1902-03	817	21,377	1,194	124,695	138,631
1903-04	2,079	15,325	2,994	146,070	174,520
1904-05	284	17,217	3,683	85,853	105,149
1905-06	2,026	15,922	5,337	128,462	153,042
1906-07	1,384	16,652	436	110,447	128,219
1907-08	2,440	16,652	519	134,541	154,052
1908-09	2,487	23,402	649	119,913	146,451
1909-10	2,367	21,064	5,818	131,273	160,522
1910-11	7,220	27,607	6,927	130,776	172,530
1911-12	9,911	63,544	8,777	213,579	295,811
1912-13	13,144	74,870	11,114	192,012	291,140
1913-14	16,424	58,083	45,776	123,964	244,247
1914-15	22,819	64,764	15,252	194,130	296,965
1915-16	48,119	124,024	17,384	356,369	545,896

1906-7, nine months only.

TABLE showing the number of Tons of Raw and Refined Sugar carried over the Intercolonial railway during each year from July 1, 1876.

Year.	Raw Sugar.					Refined Sugar.				
	Via Ste. Rosalie.	To Montreal for West.	To St. John for West.	To Local Stations	Total.	Via Ste. Rosalie	To Montreal for West.	St. John for West.	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1876-77		340			340					
1877-78		186			186					
1878-79		1,041			1,041					
1879-80		12,220			12,220					
1880-81		13,872			13,862		4,022		2,902	6,924
1881-82		13,256		1,290	15,546		7,146		3,607	10,753
1882-83		9,465		508	9,973		11,126		5,497	16,623
1883-84		13,778		3,068	16,846		14,543		7,265	21,808
1884-85		10,381		3,661	14,042		18,024		8,445	26,469
1885-86		4,394		3,988	8,392		7,674		5,858	13,518
1886-87		20,450		8,500	28,950		15,044		8,395	23,439
1887-88		14,320		14,085	28,405		21,641		7,133	28,774
1888-89		24,358		7,160	31,518		12,955		11,120	24,075
1889-90		6,390		8,913	16,303		6,778		6,125	12,903
1890-91		5,088	4,670	8,215	17,973		10,130	468	5,096	16,954
1891-92		7,142	3,960	10,535	21,637		12,633	7,647	12,414	32,721
1892-93				10,137	10,137		8,327	6,456	7,840	22,623
1893-94				6,775	6,775		17,729	6,967	8,885	33,581
1894-95				10,342	10,342		13,351	15,819	4,695	33,865
1895-96				9,824	9,824		15,138	13,734	11,309	40,181
1896-97				4,925	4,925		5,694	8,069	6,957	20,720
1897-98							6,624	8,821	10,989	26,534
1898-99							8,138	2,183	15,833	26,164
1899-1900		96			96		9,795	257	19,655	29,907
1900-01		489			489	403	14,791	12	10,615	25,821
1901-02		90		11,553	11,643	3,101	9,831	861	18,839	29,632
1902-03		194		17,137	17,331	3,183	5,763	1,636	20,529	31,111
1903-04	357	875		7,495	8,727	6,013	8,628	879	29,400	44,920
1904-05	602	603	78	1,495	15,684	1,446	7,107	224	23,937	31,764
1905-06		715	68	9,308	10,091	4,235	12,268	176	24,780	41,459
1906-07		394		14,671	15,065	1,998	5,898	2,374	13,927	24,197
1907-08		912		4,371	5,283	5,280	10,555	723	21,073	37,631
1908-09	6	1,705		6,817	8,528	5,095	8,906	979	21,527	36,507
1909-10	309	2,000		12,203	14,512	6,402	9,217	1,051	23,224	39,894
1910-11	532	1,293		24,166	25,991	6,326	9,368	947	25,026	41,667
1911-12	1,096	2,558		12,057	15,711	8,242	9,691	1,519	21,870	41,322
1912-13	1,380	14,030			15,410	8,678	9,640	1,422	23,684	43,424
1913-14	1,419	1,852		9,806	13,077	8,813	8,470	1,609	24,388	43,280
1914-15	2,053	1,998		5,894	9,945	10,333	11,331	861	30,399	52,924
1915-16		881		17,108	17,989	7,824	19,706	897	41,406	69,833

1906-7, nine months only.

SESSIONAL PAPER No. 20

TABLE showing the number of Tons of Fresh and Salt Fish carried over the Intercolonial railway during each year since 1876.

Year.	Fresh Fish.					Salt Fish.				
	Via Ste. Rosalie.	Via Montreal	Via St. John	To Local Stations	Total.	Via Ste. Rosalie.	Via Montreal	Via St. John	To Local Stations	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1876-77	.....	530	921	527	1,978	.....	551	1,848	802	3,201
1877-78	.....	596	1,015	474	2,085	.....	898	1,644	865	3,346
1878-79	.....	471	1,336	817	2,624	.....	988	1,038	1,048	2,974
1879-80	.....	519	1,462	453	2,334	.....	1,612	2,238	959	4,809
1880-81	.....	498	1,879	920	3,297	.....	1,418	937	1,051	4,406
1881-82	.....	475	1,919	967	3,951	.....	4,031	1,066	2,487	7,584
1882-83	.....	542	384	393	1,319	.....	3,229	759	1,354	5,412
1883-84	.....	838	1,682	412	2,932	.....	1,322	1,143	1,224	3,689
1884-85	.....	1,062	1,885	484	3,431	.....	3,563	3,600	1,596	8,759
1885-86	.....	1,669	1,655	902	4,216	.....	1,680	3,047	3,376	7,103
1886-87	.....	1,278	1,572	2,008	4,859	.....	3,236	569	1,747	5,552
1887-88	.....	1,533	1,477	1,031	4,041	.....	2,617	470	1,099	4,193
1888-89	.....	2,474	2,000	1,870	6,344	.....	3,070	7,746	2,994	13,810
1889-90	.....	2,335	1,787	2,111	6,223	.....	2,449	847	3,288	6,584
1890-91	.....	2,029	2,788	1,848	6,665	.....	1,955	1,917	3,236	7,106
1891-92	.....	1,367	1,746	547	3,660	.....	1,946	928	1,889	4,763
1892-93	.....	1,683	1,875	3,340	6,898	.....	3,262	1,811	2,176	7,249
1893-94	.....	1,959	2,192	2,224	6,375	.....	2,921	1,814	2,962	7,697
1894-95	.....	2,006	3,726	1,160	6,892	.....	2,075	1,849	5,285	10,209
1895-96	.....	1,966	3,059	1,316	6,344	.....	1,863	1,087	2,791	5,741
1896-97	.....	3,307	3,115	1,286	7,708	.....	2,158	1,176	2,536	5,889
1897-98	.....	3,575	3,703	1,052	8,330	.....	1,729	1,066	2,210	5,005
1898-99	.....	1,210	2,070	3,305	5,583	.....	1,651	1,198	3,625	5,474
1899-1900	.....	2,547	2,706	3,686	8,939	.....	2,421	1,563	2,658	6,643
1900-01	37	2,009	3,207	4,125	9,393	860	3,416	1,346	4,643	9,768
1901-02	219	3,013	4,373	5,477	13,082	283	3,250	1,413	5,196	10,042
1902-03	149	2,269	3,040	4,842	10,289	493	2,808	1,615	6,579	11,495
1904-05	779	1,939	3,588	5,002	11,068	225	2,359	564	5,848	8,996
1905-06	284	2,748	2,439	7,706	13,177	683	2,740	346	6,994	10,763
1906-07	320	2,882	3,712	7,400	14,314	307	3,159	416	6,348	10,227
1907-08	199	3,288	1,353	6,224	11,064	661	2,856	1,976	7,034	12,527
1908-09	312	2,965	2,794	6,946	13,017	668	4,078	1,632	4,866	11,244
1909-10	547	3,965	2,616	6,525	14,110	697	3,759	806	6,706	14,868
1910-11	1,216	4,300	2,733	6,161	14,110	893	3,590	1,993	9,130	15,546
1911-12	1,476	4,213	1,917	6,686	14,292	4,250	4,060	425	10,108	18,843
1912-13	1,490	4,572	3,928	7,294	17,284	909	5,795	2,902	8,529	18,135
1913-14	2,424	4,424	3,435	9,361	19,744	1,242	5,503	1,657	7,810	16,212
1914-15	2,183	3,746	1,180	9,904	17,013	2,549	6,771	452	9,246	19,018
1915-16	785	2,821	2,141	7,339	13,086	2,319	9,684	2,305	10,690	24,998

1906-7, nine months only.

WINDSOR BRANCH.

This road has heretofore been operated by the Dominion Atlantic Railway Company (formerly the Windsor and Annapolis Railway Company) under an agreement which covers also running powers over the Intercolonial railway between Windsor Junction and Halifax; the company retaining two-thirds of the gross earnings and the Government receiving one-third of the gross earnings for maintaining the way and works. Under date the 1st of January, 1914, a new lease was entered into with the company, subject to ratification by Parliament, to be valid for a period of 99 years from that date, the rental to be $22,500 a year.

Year.	Miles in operation.	One third gross earnings.	Proportion credited to line Windsor Junction to Halifax.	Proportion credited to the Windsor Branch.	Maintenance Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1880-81	32	28,434 29	7,217 76	21,216 53	20,502 26	714 27	
1881-82	32	28,461 07	7,407 88	21,052 19	13,090 55	7,953 64	
1882-83	32	31,199 77	8,095 88	24,113 89	23,103 93	1,009 96	
1883-84	32	30,428 39	7,409 46	23,018 93	22,140 86	878 07	
1884-85	32	32,246 30	7,794 95	24,451 35	18,751 96	5,699 39	
1885-86	32	31,185 63	7,527 52	23,658 11	19,229 49	4,428 62	
1886-87	32	33,564 58	8,237 00	25,327 58	26,042 33		714 75
1887-88	32	32,242 85	6,689 39	24,553 55	24,040 33	513 22	
1888-89	32	37,313 43	8,941 32	28,372 11	20,856 50	7,515 61	
1889-90	32	39,514 19	9,381 73	30,162 46	18,982 82	11,179 64	
1890-91	32	39,519 56	9,284 48	38,508 35	28,931 71	1,303 42	
1891-92	32	42,391 23	9,382 38	30,235 13	19,514 37	13,994 48	
1892-93	32	43,901 28	9,585 17	34,316 11	16,889 95	17,426 16	
1893-94	32	41,834 70	8,859 23	32,975 47	17,645 09	15,330 38	
1894-95	32	50,703 84	11,626 20	39,077 64	14,640 07	24,437 57	
1895-96	32	47,456 74	10,894 91	36,561 83	16,476 46	20,985 37	
1896-97	32	54,208 81	13,695 58	40,603 23	10,821 04	29,782 19	
1897-98	32	48,892 21	11,665 57	37,226 64	18,181 09	14,045 01	
1898-99	32	56,314 51	13,840 48	42,474 04	12,873 06	29,600 94	
1899-1900	32	62,266 61	14,925 18	47,351 43	12,891 56	34,459 87	
1900-01	32	62,523 20	15,261 31	47,261 89	16,862 66	30,399 23	
1901-02	32	65,315 38	15,710 79	49,604 59	16,376 27	33,228 32	
1902-03	32	56,417 38	13,856 57	42,560 81	17,843 19	24,717 62	
1903-04	32	72,708 54	19,074 49	53,634 05	24,281 09	29,352 96	
1904-05	32	66,798 46	16,759 79	50,038 67	26,863 16	23,175 51	
1905-06	32	65,936 66	16,484 16	49,452 50	17,485 97	31,966 53	
1906-07	32	61,597 30	16,156 78	45,440 52	15,425 32	30,015 20	
1907-08	32	76,471 58	20,041 17	56,430 41	37,912 11	18,518 20	
1908-09	32	75,781 80	19,750 47	56,031 33	36,234 55	19,796 78	
1909-10	32	81,861 73	21,207 75	60,653 98	23,549 90	37,104 08	
1910-11	32	64,781 89	16,590 46	48,191 43	17,797 98	30,393 45	
1911-12	32	99,996 10	26,819 50	73,176 60	33,854 05	39,322 55	
1912-13	32	93,235 40	24,988 70	68,246 70	29,970 62	38,276 08	
1913-14	32	85,277 77	23,710 25	61,517 52	26,486 98	35,030 54	
1914-15	32	Leased to the Dominion Atlantic Railway Company at an annual rental of $22,500.					

1906-7, nine months only.

PRINCE EDWARD ISLAND RAILWAY.

The following table shows the working expenses, the gross and net earnings, the tons of freight and number of persons carried each year since June 30, 1875, when the road was first opened for traffic:—

Year.	Miles in operation.	Working expenses.	Gross earnings.	Loss.	Tons of freight carried.	No. of passengers carried.
		$ cts.	$ cts.	$ cts.		
1875-76	199	214,930 43	118,060 96	96,869 47	28,358	93,964
1876-77	199	228,595 25	130,664 92	97,930 33	41,039	93,478
1877-78	199	221,599 46	135,899 60	85,699 89	38,668	111,428
1878-79	199	223,313 12	125,855 99	97,457 21	38,923	105,046
1879-80	199	164,640 55	113,851 11	50,789 44	37,208	90,533
1880-81	199	228,259 97	137,267 54	90,922 43	48,315	118,436
1881-82	199	252,808 41	146,170 42	106,637 99	51,920	117,162
1882-83	199	236,428 13	144,504 12	91,924 01	51,841	118,988
1883-84	211	211,207 01	158,588 06	52,618 95	57,346	130,423
1884-85	211	216,744 34	155,584 36	61,159 98	57,913	120,374
1885-86	211	204,237 37	155,303 37	48,934 00	63,589	103,067
1886-87	211	229,639 95	158,365 62	71,276 33	59,603	131,246
1887-88	211	247,559 44	171,369 56	76,189 89	55,682	152,780
1888-89	211	266,485 85	160,971 78	105,524 07	52,604	133,099
1889-90	211	257,990 08	174,258 05	83,732 03	59,511	145,508
1890-91	211	289,706 38	157,442 69	132,263 69	51,065	139,389
1891-92	211	226,422 17	162,690 42	63,731 75	56,718	132,111
1893-94	211	226,891 06	158,533 83	68,857 23	53,577	123,727
1894-95	211	232,105 19	149,654 71	83,250 41	48,325	125,089
1895-96	211	225,138 56	146,476 54	78,662 02	46,795	122,586
1896-97	211	240,489 90	153,443 13	87,046 77	52,151	131,498
1897-98	211	231,418 74	158,950 61	72,468 13	57,539	156,510
1898-99	211	218,053 01	165,021 03	53,040 98	57,968	129,667
1899-1900	211	220,931 81	174,738 73	46,193 08	62,227	147,471
1900-01	211	261,766 24	195,833 48	67,883 76	73,696	157,793
1901-02	210	270,159 97	197,999 97	72,160 00	74,381	184,748
1902-03	209	269,737 82	217,714 24	41,923 58	80,582	205,265
1903-04	209	335,695 44	234,390 03	101,305 41	86,286	224,517
1904-05	209	370,464 44	217,330 61	153,133 83	75,969	235,194
1905-06	261	294,253 16	257,270 57	36,982 59	87,162	371,092
1906-07	267	282,148 50	215,534 97	67,713 53	67,144	232,256
1907-08	267	399,947 79	304,579 83	95,367 96	97,250	317,828
1908-09	267·5	400,330 00	311,319 63	69,010 78	106,099	332,758
1909-10	267·5	427,283 73	319,071 74	108,208 99	105,741	251,038
1910-11	267·5	424,104 00	337,419 55	86,684 45	108,263	356,761
1911-12	267·5	449,962 91	367,203 39	82,759 52	120,218	388,076
1912-13	267·5	489,972 34	389,474 07	100,498 27	122,784	433,888
1913-14	275·2	571,415 37	409,616 74	161,798 63	115,751	445,739
1914-15	275·2	598,226 97	415,495 44	182,731 53	125,272	423,496
1915-16	274·9	545,020 62	390,926 82	154,093 80	118,862	412,535

1906-7, nine months only.

CANALS.

STATEMENT showing the total cost of construction of the individual Dominion canal works and connecting waters, up to March 31, 1916.

Route from Montreal to Lake Superior.

—	Original Construction.	Enlargement.	Improvements to St. Lawrence River and Lakes.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.
Lachine Canal	2,589,532 85	11,519,078 74		14,108,611 59
Lake St. Louis			298,176 11	298,176 11
Soulanges Canal	7,904,044 53			7,904,044 53
Beauharnois Canal	1,636,690 26			1,636,690 26
Lake St. Francis			75,906 71	75,906 71
Cornwall Canal	1,945,624 73	5,300,679 48		7,246,304 21
Williamsburg Canal	1,320,655 54	13,896 26		1,334,551 80
Farrans Point Canal		877,090 57		877,090 57
Rapide Plat Canal		2,158,242 00		2,158,242 00
Galops Canal		6,121,213 70		6,121,213 70
Galops Rapids			1,039,895 65	1,039,895 65
St. Lawrence River and Reaches			711,238 93	711,238 93
North Channel			1,718,778 83	1,718,778 83
Murray Canal	1,248,946 71			1,248,946 71
Welland Canal	7,693,824 03	21,925,171 63		29,618,995 66
Sault Ste. Marie Canal	4,994,372 51			4,994,372 51
Welland Ship Canal	9,960,563 44			9,960,563 44
Total	39,294,554 60	47,915,372 38	3,843,996 23	91,053,623 21

Route from Lachine to Ottawa.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Ste. Anne's Lock	134,456 51	1,035,759 12	1,170,215 63
Carillon and Grenville Canals	*63,053 64	4,119,039 32	4,182,092 96
Culbute Canal (superseded)	382,391 46		382,391 46
Total	579,901 61	5,154,798 44	5,734,700 05

*Construction by the Imperial Government is not included. Records relating to same were kept in Ordnance Office, Montreal, and were destroyed by fire in 1852.

Route from Ottawa to Kingston.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Rideau Canal	4,084,323 37	83,745 84	4,168,069 21
Tay Canal	489,599 23		489,599 23
Total	4,573,922 60	83,745 84	4,657,668 44

Route from St. Johns, P.Q., to Sorel.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Chambly Canal	637,056 76	94,639 76	731,696 52
St. Ours Lock	121,537 65	5,690 91	127,228 56
Total	758,594 41	100,330 67	858,925 08

Route from Lake Ontario to Georgian Bay.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Trent Canal	15,626,295 14		15,626,295 14
Total	15,626,295 14		15,626,295 14

Route from Atlantic Ocean to Bras d'Or Lakes.

—	Original Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
St. Peter's Canal—Cape Breton	248,762 84	399,784 30	648,547 14
Total	248,762 84	*399,784 30	648,547 14

*This amount is expenditure on Capital Account, up to 1896 included. A further sum of has been expended since April 1, 1911, on income account.

COMPARATIVE STATEMENT of Tons of Freight passed through the Canals in seasons of 1914 and 1915.

Name of Canal	Season of 1915.	Season of 1914.	Number of trips of vessels.	
			Season of 1915.	Season of 1914.
	Tons.	Tons.		
Sault Ste. Marie	7,750,957	27,549,184	4,331	5,977
Welland	3,061,012	3,860,969	2,922	3,692
St. Lawrence	3,409,467	4,391,493	8,641	10,245
Chambly	478,707	436,905	2,789	2,694
St. Peter's	2,895	54,180	71	1,200
Murray	30,728	83,907	600	971
Ottawa	272,370	335,132	2,040	2,472
Rideau	120,781	151,739	2,076	2,635
Trent	49,904	67,715	3,433	3,647
St. Andrew's*	21,982	42,013	1,087	334
Total	15,198,803	37,023,237	27,990	33,867

*This is a lock and dam on the Red river, between Winnipeg and lake Winnipeg, built and operated by the Department of Public Works.

TABLE showing the dates of opening and closing of the canals for the season of 1915.

—		Navigation Opened 1915.	Navigation Closed 1915.
Lachine		April 20	December 13
Soulanges		" 20	" 13
Grenville		" 20	November 27
Carillon		" 20	" 27
Ste. Anne's		" 19	December 3
Chambly		" 29	" 1
St. Ours		" 17	" 2
Cornwall		" 15	" 11
Williamsburg	Farrans Point	" 15	" 11
	Rapide Plat	" 15	" 11
	Galops	" 15	" 11
Murray		" 15	" 8
Welland		" 15	" 15
Sault Ste. Marie		" 13	" 16
Rideau	At Ottawa	May 1	November 29
	At Kingston	" 1	" 29
Trent	Hastings to Rice Lake	April 20	" 30
	Rice Lake to Peterborough	" 17	December 4
	Peterborough to Lakefield	May 4	November 20
	Peterborough Lift Lock	" 6	" 8
	Lakefield to Bobcaygeon	April 19	" 18
	Bobcaygeon to Rosedale	" 26	" 30
	Kirkfield to Lake Simcoe	May 18	October 30
	Kirkfield Lift Lock	" 4	" 25
	Lake Simcoe to Orillia	April 27	November 15
	Scugog River and Lindsay Lock	" 21	" 13

St. Peter's closed during reconstruction.

PART IX

PHOTOGRAPHS AND PLANS

20—1916—27

PHOTOGRAPHS

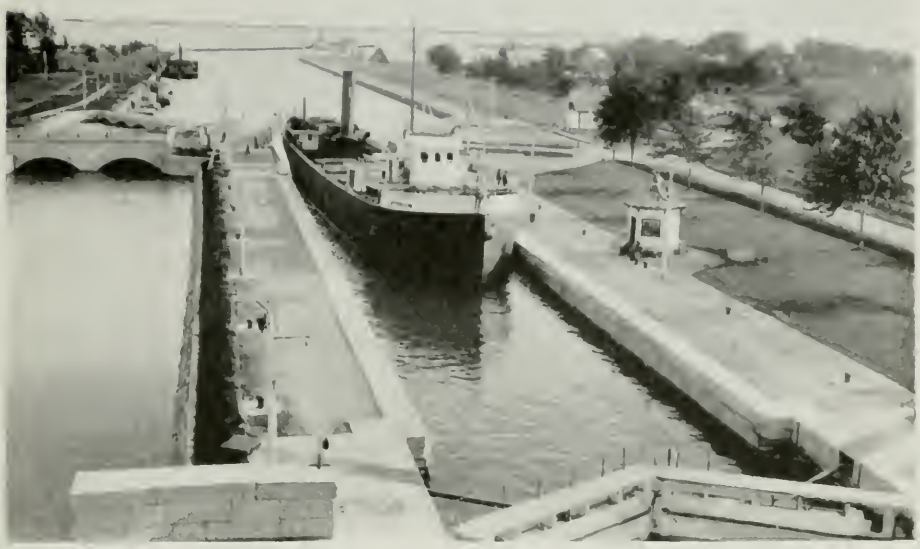
PLATE I Lachine Canal—Improvements at Lock No. 4
" I. Lachine Canal—Improvements at Lock No. 4.
" II. Soulanges Canal—Upper Entrance.
" II. Lake St. Francis—Protection walls.
" III. Lake St. Francis—Protection walls.
" III. Cornwall Canal—Supply weir at head of canal.
" IV. Cornwall Canal—Offtake weir, Sheik's Island.
" V. Cornwall Canal—Lower Entrance.
" VI. St. Peters Canal—Improvements.
" VIa. St. Peters Canal—Improvements near Atlantic Entrance.
" VII. Trent Canal—Dam No. 10, Campbellford.
" VII. Trent Canal—Buckhorn Dam.
" VIII. Trent Canal—New bridge at Trenton
" IX. Welland Ship Canal—Retaining Wall.
" X. Welland Ship Canal—Lock No. 2.
" XI. Welland Ship Canal—Blasting rock.
" XI. Welland Ship Canal—Section No. 5.
" XII. Welland Ship Canal—Hydraulic Suction Dredge.
" XII. Welland Ship Canal—Section No. 3.
" XIII. Welland Ship Canal—Lock No. 1.
" XIV. Quebec Bridge.
" XV. Quebec Bridge.
" XVI. Quebec Bridge—Centre span.
" XVII. Intercolonial Railway—Grand Narrows Bridge.
" XVII. Intercolonial Railway—Grand Narrows Bridge.
" XVIII. Intercolonial Railway—Subway, Moncton.
" XVIII. Intercolonial Railway—Coaling Plant, Lévis.
" XIX. Intercolonial Railway—Ocean Terminals, Halifax, N.S.
" XX. Car Ferry Terminal—Cape Tormentine, N.B.
" XX. Car Ferry Terminal—Cape Tormentine, N.B.
" XXI. Car Ferry Terminal—Carleton Point, P.E.I.
" XXI. Hudson Bay Railway—Bridge on Nelson River.
" XXII. Hudson Bay Railway—Port Nelson Terminus.
" XXIII. Hudson Bay Railway—Port Nelson Terminus.

PLANS

No. 1. Welland Ship Canal—Niagara Peninsular.
" 2. Welland Ship Canal—Plan and profile.
" 3. Welland Ship Canal—Lake Ontario Entrance.
" 4. Intercolonial Railway—Halifax Ocean Terminals.
" 5. Hudson Bay Railway.

Lachine Canal.--Improvements at Lock No. 4. View of South Bank of Canal between Côte St. Paul Swing Bridge and Lock No. 4, before removal of projecting point. Prism partially unwatered April 1910.

Lachine Canal.—Improvements at Lock No. 4. View of South bank of Canal between Côte St. Paul Swing Bridge and Lock No. 4, after completion of works of improvement. Water at regulated level. July 1916.



Soulanges Canal.—General view of upper entrance, showing in the back ground the extension of river wall and the breakwater which were recently completed. Before these works were constructed it was not practicable to operate the locks during a south west gale.

Protection walls Lake St Francis. View showing erosive action of waves upon unprotected shores. September 1911.

Protection walls, Lake St. Francis. View showing nature of protective works. Sedimentation is taking place behind stone walls.

Cornwall Canal. Reinforced concrete beams for carrying machinery for operating valves in supply weir at head of Canal.

Cornwall Canal. Offtake weir at foot of Sheik's Island. Completed in 1915.

Cornwall Canal. General View of Lower Entrance.

St. Peters Canal Improvements.

General view of works from a point near the Atlantic entrance to Canal, before admitting water. The old lock is visible at the right of the picture, the east wall thereof forming one of the entrance walls to the new lock shown in the upper left centre of the picture.

St. Peters Canal Improvements, near Atlantic Entrance.

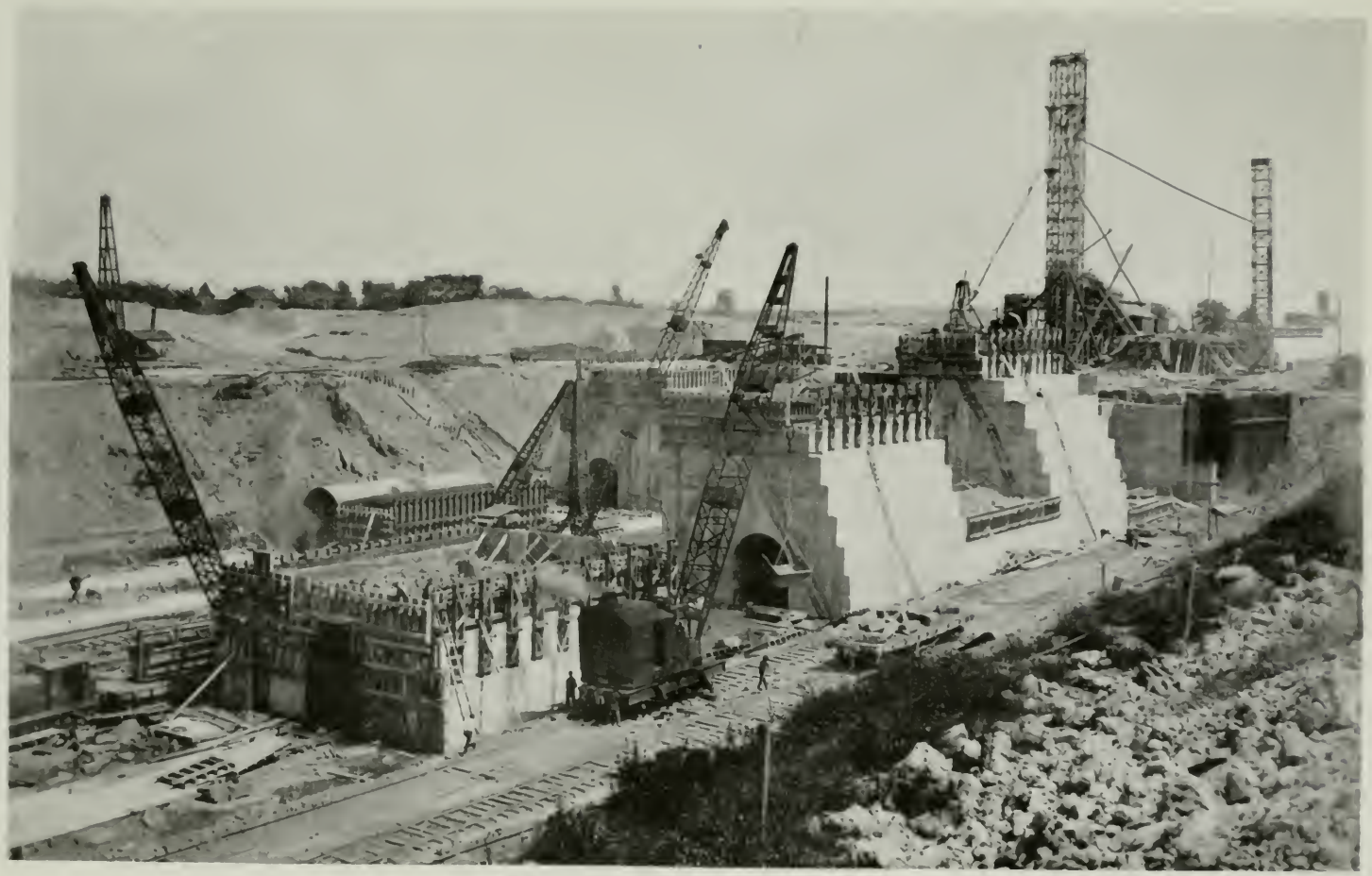
General view of works from point after admission of water through coffer dam near lake entrance of canal Materia shown in foreground blocking the Atlantic entrance will be dredged out as soon as lock gates are stepped. The concrete cribs shown floating alongside the westerly entrance wall are to be used for extending that wall out to sea shore.

Trent Canal, Ontario.—Rice Lake Division, Section 4, March 1916. Showing ice conditions at Dam No. 10, Campbellford.

Trent Canal.—Lakefield-Balsam Lake Division, April 16th, 1916 Buckhorn Dam during high water conditions.

Trent Canal.—Ontario-Rice Lake Division, Section No. 1, April 1916. New Highway Bridge at Trenton, from west side of river above bridge.

Welland Ship Canal. Reinforced Retaining Wall on Pile Foundation.



Welland Ship Canal. Lock No. 2.

Welland Ship Canal. Blasting Rock.

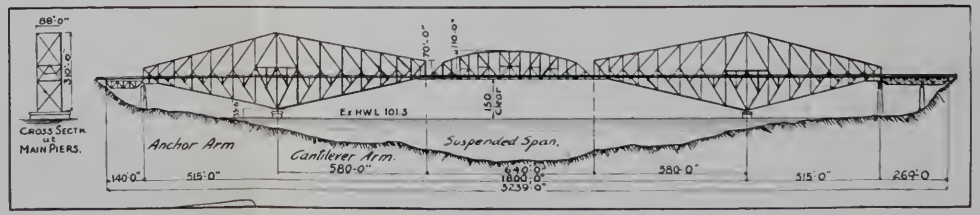
Welland Ship Canal, Section No. 5. Reclaiming land with excavated material.

Welland Ship Canal. Hydraulic Suction Dredge "Primrose".

Welland Ship Canal. Heavy Rock Cutting on Site of Flight Locks, Section No. 3.

Welland Ship Canal. Lock No. 1

Quebec Bridge, across River St. Lawrence above Quebec, in course of construction.



Quebec Bridge.

Quebec Bridge: Ready to receive centre span. August 10, 1916.

20—1916—203

Quebec Bridge: Centre span, 640 feet long, at Sillery Cove, 3½ miles below Bridge, ready to be moved into position August 2, 1916.

I. C. R. New bridge over the Grand Narrows, C. B.

I. C. R. New bridge over the Grand Narrows, C. B.

I. C. R. Subway on Main Street, Moncton.

I. C. R. Coaling plant at Levis, Quebec.

Intercolonial Railway—Ocean Terminals, Halifax, N. S.

Car Ferry Terminal—Cape Tormentine, N.B. View of ferry-landing from a point near outer end of pier.

Car Ferry Terminal—Cape Tormentine. View of shore approach to ferry landing showing stone breakwater in distance.

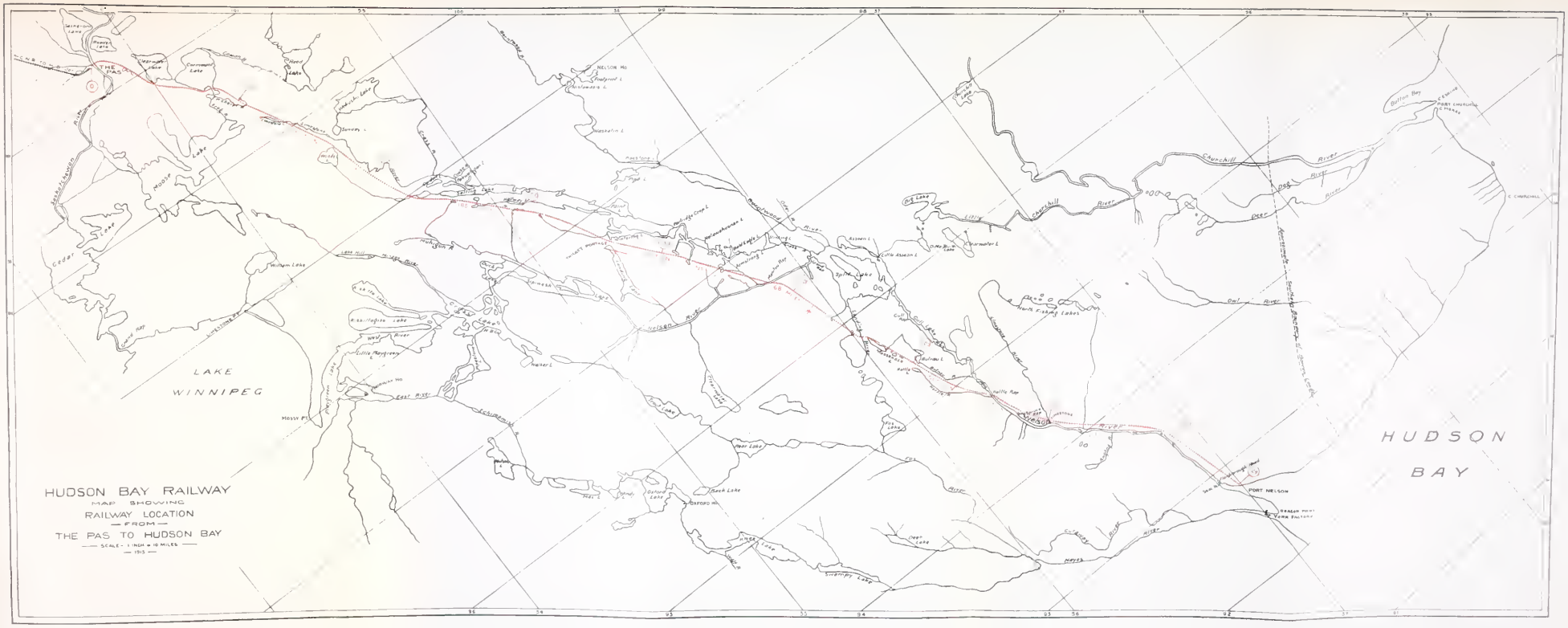
Car Ferry Terminal—Carleton Point, P.E.I. View of turning basin, showing work in progress on concrete cribs of ferry landing, and stonework of breakwater.

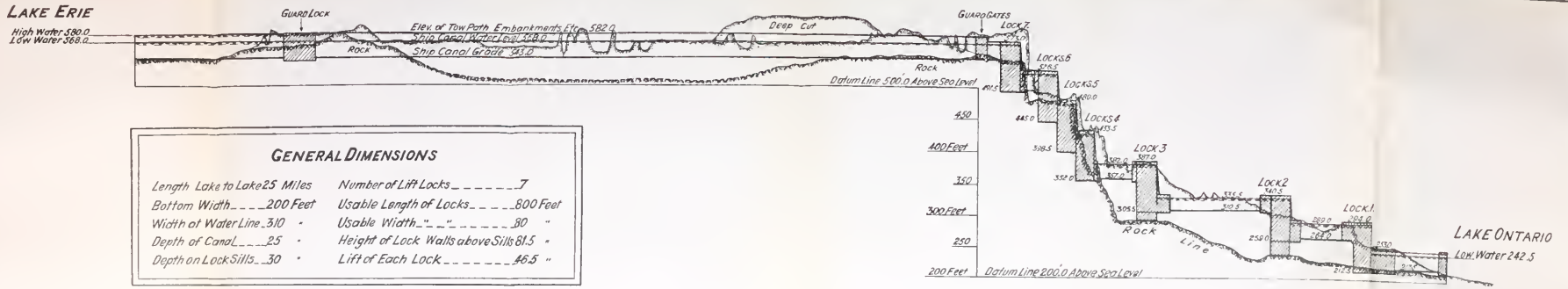
Hudson Bay Ry. - Bridge on Nelson River at Manitou Rapids. Main span, 395 ft.; side spans, 111 ft., with one 86 ft. girder approach span.

Hudson Bay Ry.—Port Nelson Terminus.
General view of permanent development, showing construction in progress upon cribwork of island pier, and completed bridge connecting pier with yards on shore.

HUDSON BAY RAILWAY. PORT NELSON TERMINUS.

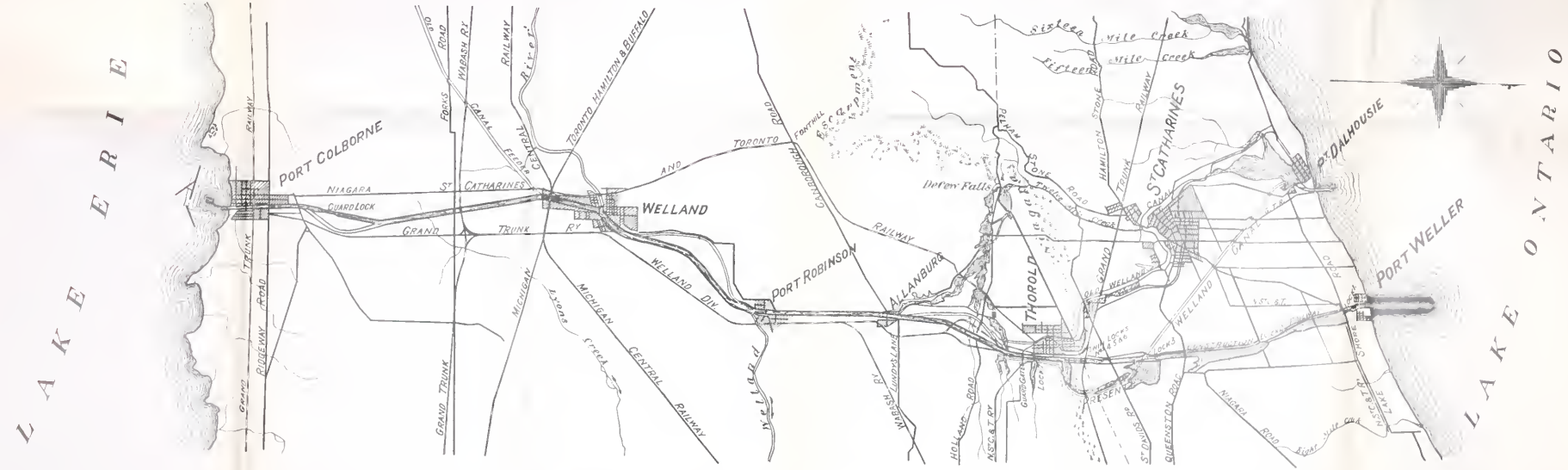
[illegible] water front showing material yards, with shops and warehouses [illegible] and pasmanite construction at the right.


HUDSON BAY RAILWAY
MAP SHOWING
RAILWAY LOCATION
— FROM —
THE PAS TO HUDSON BAY
— SCALE - 1 INCH = 10 MILES —
— 1913 —
THE PAS
LAKE
WINNIPEG
HUDSON
BAY
PORT NELSON
YORK FACTORY
PORT CHURCHILL
CHURCHILL
NELSON R.
HAYES R.
CHURCHILL RIVER
LITTLE CHURCHILL RIVER
SEAL R.
GILLAM
Mossy Pt.
Cedar Lake
Moose Lake
Cormorant Lake
Clearwater Lake
Wekusko Lake
Sturgeon Landing
Pas Mountain
Hudson
Setting Lake
Wintering River
Cranberry Portage
Wekusko
Herb Lake
Wim Lake
Wim River
Little Playgreen L.
Playgreen Lake
Playgreen Lake Ind. Res.
Manitou Rapids
Manitou Rapids Ind. Res.
Lake Manitou
Lake Winnipegosis
Waterhen R.
Waterhen Ind. Res.
Waterhen
Waterhen L.
Lake Manasan
Lake Manasan Ind. Res.
Lake Manasan Post
Lake Hill
Swan River
Swan River Ind. Res.
Swan River Post
Swan River Valley
Minitonas
Minitonas Ind. Res.
Minitonas Post
Bowsman River
Bowsman River Ind. Res.
Bowsman River Post
Bowsman
Bowsman L.
Moose Creek
Moose Creek L.
Moose Creek Ind. Res.
Moose Creek Post
Mafeking
Mafeking Ind. Res.
Mafeking Post
Mafeking L.
Pine L.
Pine Creek
Pine Creek Ind. Res.
Pine Creek Post
Pine Creek
Pine Creek L.



GENERAL DIMENSIONS

Length Lake to Lake 25 Miles	Number of Lift Locks 7
Bottom Width ..... 200 Feet	Usable Length of Locks ..... 800 Feet
Width at Water Line 310 "	Usable Width ..... 80 "
Depth of Canal ..... 25 "	Height of Lock Walls above Sills 81.5 "
Depth on Lock Sills ..... 30 "	Lift of Each Lock ..... 46.5 "

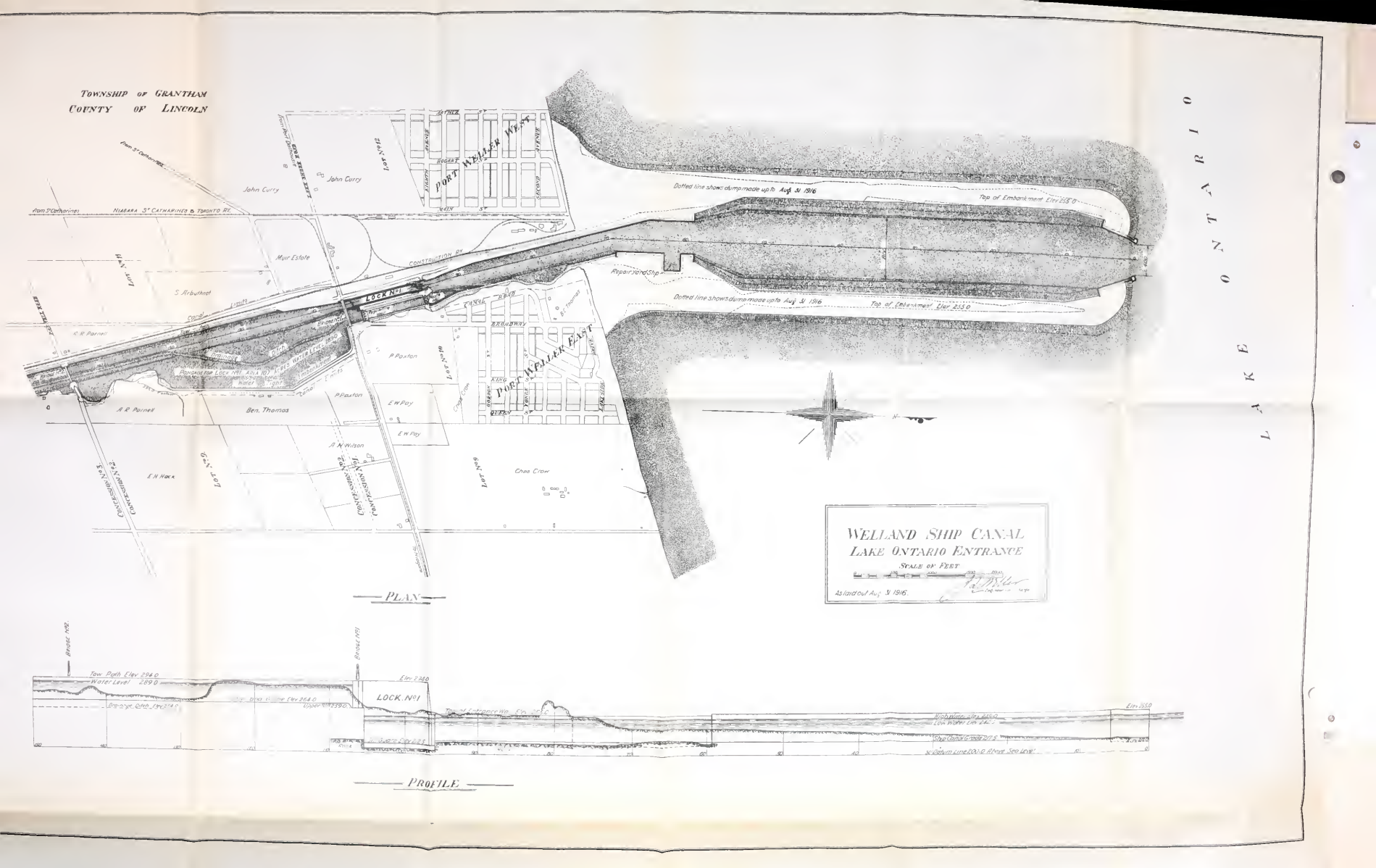


THE WELLAND SHIP CANAL

SCALE OF MILES

0 1 2 3 4 5 6

INTERCOLONIAL RAILWAY
SKETCH MAP
SHOWING TERMINALS AND BRANCHES
AT
HALIFAX, N.S.
DARTMOUTH BRANCH RAILWAY
DARTMOUTH BRANCH
THE NARROWS
HALIFAX HARBOUR
ASYLUM
WOODSIDE SUGAR REF.
NEW RLY. TO DEAN
RICHMOND PIERS
RICHMOND YARD
DRY DOCK
NAVAL DOCKYARD
I.C.R. PIERS
FORT NEEDHAM
NORTH ST.
TERMINAL YARD
OUTLINE OF WHARVES ONLY APPROXIMATE
GEORGE ISLAND
CITADEL
COMMONS
EXHIBITION BUILDINGS
WILLOW PARK YARD AND SHOPS
CAMP HILL CEMTY
PUBLIC GARDENS
POINT PLEASANT PARK
HALIFAX OCEAN TERMINALS RAILWAY
NORTH WEST ARM


TOWNSHIP OF GRANTHAM
COUNTY OF LINCOLN
PORT WELLER WEST
PORT WELLER EAST
LOCK No 1
CANAL BASIN
BROADWAY
KING
QUEEN
MAIN
ONE MILE CREEK EAST
ONE MILE CREEK WEST
CONSTRUCTION RY.
NIAGARA ST CATHARINES & TORONTO RY.
from St Catharines
John Curry
Muir Estate
S. Arbuthnot
A. R. Parnell
P. Paxton
E. W. Pay
A. H. Wilson
Ben. Thomas
E. H. Heck
Chas. Cron
Repaired Ship
Dotted line shows dump made up to Aug. 31 1916
Top of Embankment Elev 235.0
Top of Embankment Elev 235.0
Dotted line shows dump made up to Aug. 31 1916
LAKE ONTARIO
N.
WELLAND SHIP CANAL
LAKE ONTARIO ENTRANCE
SCALE OF FEET
As laid out Aug. 31 1916.
PLAN
BRIDGE No 2
BRIDGE No 1
Tow Path Elev 294.0
Water Level 289.0
Elev 234.0
LOCK No 1
Elev 235.0
PROFILE

LAKE ONTARIO
To Hamilton 34 Miles
To Toronto 30 Miles
To Toronto 28.5 Miles
To Kingston 128 Miles
HAMILTON
PORT WELLER
Pt DALHOUSIE
NIAGARA
LOCKPORT
St CATHARINES
THOROLD
NIAGARA FALLS
Niagara River
Welland River
Grand Island
TONAWANDA
WELLAND
BUFFALO
Grand River
DUNNVILLE
Pt COLBORNE
To Buffalo 20 Miles
LAKE ERIE
NEW YORK STATE
To Detroit 240 Miles
To Cleveland 137 Miles
To Erie 66 Miles
To Dunkirk 28 Miles
DUNKIRK
NIAGARA PENINSULA
PLAN SHOWING LOCATION OF
WELLAND SHIP CANAL
Scale of Miles

DEPARTMENT OF RAILWAYS AND CANALS

CANAL STATISTICS

FOR THE

SEASON OF NAVIGATION

1916

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY J. DE L. TACHÉ
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1917

[No. 20a—1917.]

To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency, Canal Statistics for the year ended December 31, 1916.

All of which is respectfully submitted.

F. COCHRANE,
Minister of Railways and Canals.

To the Honourable F. COCHRANE,

Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the operations of the Canals of the Dominion for the year ended December 31, 1916.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,
Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,
OTTAWA, February 20, 1917.

A. W. CAMPBELL, Esq., C.E.,
Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit herewith Canal Statistics for the year ended December 31, 1916.

Traffic through the canals of Canada in 1916 showed an increase of 8,384,688 tons. The volume was 23,583,491 tons. Distribution of traffic:—

	Tons.	Increase.	Decrease.
	Tons.	Tons.	Tons.
Sault Ste. Marie	16,813,649	9,062,692	.....
Welland	2,544,964	.....	516,048
St. Lawrence	3,368,064	.....	41,403
Chambly	398,977	.....	79,730
St. Peter's	9,629	6,734	.....
Murray	46,680	15,952	.....
Ottawa	237,651	.....	34,719
Rideau	105,430	.....	15,351
Trent	45,009	.....	4,895
St. Andrew's	13,438	.....	8,544
Total	23,583,491	9,085,378	700,690

Gross traffic since 1905:—

	Tons.
1905	9,371,744
1906	10,523,185
1907	20,543,639
1908	17,502,820
1909	33,720,748
1910	42,990,608
1911	38,030,353
1912	47,587,245
1913	52,053,913
1914	37,023,237
1915	15,198,803
1916	23,583,491

Comparison of 1915 and 1916 by months:

——	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	Ottawa.	Rideau.	St. Peters.	Murray.	Trent.	St. Andrews.	Total.
1915.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
April	115,684	170,343	97,090	7,724	4,472	.....	728	2,200	109	.....	398,350
May	318,488	450,178	523,260	65,675	38,195	21,367	1,988	1,925	4,359	1,370	1,426,805
June	371,484	441,911	507,289	79,571	32,989	24,171	179	4,194	10,459	423	1,472,670
July	552,410	396,012	459,515	84,897	56,265	19,371	.....	3,962	13,554	1,625	1,587,611
August	787,770	427,962	508,199	74,627	37,512	10,810	.....	4,076	8,045	9,020	1,829,021
September	1,390,240	425,272	457,765	69,096	49,886	15,291	.....	4,685	5,082	7,400	2,424,717
October	2,271,098	425,636	522,425	60,412	40,503	19,501	.....	6,982	6,128	2,144	3,354,829
November	1,634,451	268,961	311,480	36,705	12,548	10,270	.....	1,704	2,126	.....	2,278,245
December	348,332	54,737	22,444	.....	.....	.....	.....	1,000	42	.....	426,555
Total	7,750,957	3,061,012	3,409,467	478,707	272,370	120,781	2,895	30,728	49,904	21,982	15,198,803
1916.											
April	390,152	46,702	34,764	110	1,432	.....	.....	1,550	.....	.....	474,710
May	2,129,714	333,442	423,289	24,213	33,383	17,917	.....	4,798	625	525	2,967,906
June	3,176,701	381,250	541,407	56,011	45,596	7,460	.....	4,051	8,700	1,162	4,233,338
July	2,630,899	390,119	491,238	69,638	41,256	15,295	.....	5,055	11,590	20	3,655,110
August	2,530,062	416,282	552,020	70,305	30,695	14,316	.....	11,531	11,646	6,579	3,643,436
September	2,376,527	327,303	480,672	67,093	29,465	13,188	.....	11,065	8,724	4,737	3,318,774
October	1,833,234	349,134	448,358	62,431	33,418	18,645	.....	6,420	2,757	415	2,754,812
November	1,261,836	248,350	368,003	49,176	22,406	8,609	5,614	2,210	964	.....	1,967,168
December	484,524	52,382	28,313	.....	.....	.....	4,015	.....	3	.....	569,237
Total	16,813,649	2,544,964	3,368,064	398,977	237,651	105,430	9,629	46,680	45,009	13,438	23,584,491

Following is a summary of traffic, by months, during the past five years:—

—	1912.	1913.	1914.	1915.	1916.
	Tons.	Tons.	Tons.	Tons.	Tons.
January	181	397	494	...	...
April	77,871	875,226	554,111	398,350	474,710
May	6,134,122	7,260,227	5,307,123	1,426,805	2,967,906
June	6,851,248	7,647,189	6,136,657	1,472,670	4,232,338
July	7,054,060	8,137,169	6,339,831	1,587,611	3,655,110
August	7,159,871	7,625,782	6,261,380	1,829,021	3,643,436
September	6,983,913	7,531,379	6,069,946	2,424,717	3,318,774
October	7,321,846	7,350,914	4,660,484	3,354,829	2,754,812
November	5,369,493	4,891,143	1,470,471	2,278,245	1,967,168
December	634,640	734,487	222,740	426,555	569,237
Total	47,587,245	52,053,913	37,023,237	15,198,803	23,583,491

The following further summary gives the record of traffic, by canals, for 1911 and succeeding years:—

—	1911.	1912.	1913.	1914.	1915.	1916.
Sault Ste. Marie	30,951,709	39,669,655	42,699,324	27,599,184	7,750,957	16,813,649
Welland	2,537,629	2,851,915	3,570,714	3,860,969	3,061,012	2,544,964
St. Lawrence	3,105,708	3,477,188	4,302,427	4,391,493	3,409,467	3,368,064
Chambly	599,829	618,415	555,602	436,905	478,707	398,977
St. Peters	75,298	74,809	71,514	54,180	2,895	9,629
Murray	163,457	170,081	180,576	83,907	30,728	46,680
Ottawa	320,071	392,350	365,438	335,132	272,370	237,651
Rideau	172,227	160,133	171,223	151,739	120,781	105,430
Trent	57,290	77,150	55,800	67,715	49,904	45,009
St. Andrews	47,135	95,549	81,295	42,013	21,982	13,438

Eliminating all duplications, the net tonnage for 1916 is shown in the following table:—

Canals.	Canadian.	United States.	Net Tonnage	Gross Tonnage
	Tons.	Tons.	Tons.	
Sault Ste. Marie	4,061,845	12,652,401	16,714,246	16,813,649
Welland	547,629	1,462,965	2,010,594	2,544,964
St. Lawrence	790,087	852,359	1,642,446	3,368,064
Chambly	214,646	141,996	346,642	398,977
Ottawa	77,791	...	77,791	237,651
Rideau	105,430	...	105,430	105,430
St. Peters	9,629	...	9,629	9,629
Trent	45,009	...	45,009	45,009
Murray	45,085	1,595	46,680	46,680
St. Andrews	13,438	...	13,438	13,438
Total	5,910,589	15,101,316	21,011,905	23,583,491

The traffic of 1915 and 1916 is analyzed by classes of commodities in the following tabular statement:—

Canals.	Agricultural Products.	Animal Products.	Manufactures.	Products of Forest.	Products of Mines.	Total.
1915.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Sault Ste. Marie	2,655,789	655	441,293	89,218	4,564,002	7,750,957
Welland	1,306,803	1	320,442	308,660	1,125,106	3,061,012
St. Lawrence	1,204,523	4,685	276,713	601,255	1,322,291	3,409,467
Chambly	7,163	784	21,605	280,117	169,038	478,707
St. Peters	381	10	322	179	2,003	2,895
Murray	153	271	6,523	.....	23,781	30,728
Ottawa	4,202	2,889	16,089	155,669	93,521	272,370
Rideau	1,521	1,690	10,186	10,211	97,173	120,781
Trent	1,990	299	2,751	44,575	289	49,904
St. Andrews	.....	5	187	4,894	16,896	21,982
Total	5,182,525	11,289	1,096,111	1,494,778	7,414,100	15,198,803
1916.						
Sault Ste. Marie	3,803,289	522	373,664	39,245	12,596,929	16,813,649
Welland	693,578	.....	184,779	265,563	1,401,044	2,544,964
St. Lawrence	660,555	4,459	211,530	650,590	1,840,930	3,368,064
Chambly	10,134	210	19,679	242,654	126,300	398,977
St. Peters	4,518	330	964	30	3,787	9,629
Murray	60	.....	9,738	2	36,880	46,680
Ottawa	3,383	2,940	20,168	139,168	71,992	237,651
Rideau	523	2,583	10,754	9,912	81,658	105,430
Trent	2,766	298	2,776	38,841	328	45,009
St. Andrews	.....	.....	214	2,868	10,356	13,438
Total	5,178,806	11,342	834,266	1,388,873	16,170,204	23,583,491

——	Increase. Tons.	Decrease. Tons.	Increase. Per cent.	Decrease. Per cent.
Sault Ste. Marie	9,062,692	.....	116·92	.....
Welland	.....	516,048	.....	16·85
St. Lawrence	.....	41,403	.....	1·21
Chambly	.....	79,730	.....	16·66
St. Peters	6,734	.....	232·61	.....
Murray	15,952	.....	51·91	.....
Ottawa	.....	34,719	.....	12·74
Rideau	.....	15,351	.....	12·71
Trent	.....	4,895	.....	9·80
St. Andrews	.....	8,544	.....	38·80
Net Increase	9,085,378	700,690	.....	.....

The following statement shows the tonnage of commodities by classes moved through all the canals in 1916:—

——	Tons.
Agricultural products	5,178,806
Animal products	11,342
Manufactures	834,266
Products of the forest	1,388,873
Products of the mine	16,170,204
Total	23,583,491

——	1911.	1912.	1913.	1914.	1915.	1916.
	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
Agricultural products	14·2	14·51	16·40	21·51	34·11	21·96
Animal products	·1	·04	·04	·04	·07	·04
Manufactures	6·2	4·68	3·61	3·29	7·21	3·53
Products of forest	4·0	3·43	3·22	4·38	9·83	5·87
Products of mine	75·5	77·34	76·73	70·78	48·78	68·60

CANADIAN AND AMERICAN TRAFFIC.

Neither the canals of Canada nor those of the United States impose tolls. Perfect reciprocity prevails in the use of these artificial waterways.

Comparison of traffic:—

Year.	Canadian Vessels.		U. S. Vessels.		Freight Tonnage.		
	No.	Tonnage.	No.	Tonnage.	Canadian.	United States.	Total.
1908	29,040	6,780,789	7,489	4,835,320	5,012,147	12,190,673	17,502,820
1909	22,507	7,811,578	9,996	16,459,322	7,378,057	26,342,691	33,720,748
1910	25,337	8,931,790	11,462	21,777,297	7,883,614	35,106,994	42,990,608
1911	25,585	9,172,192	10,370	18,231,622	7,792,907	30,237,446	38,030,353
1912	27,371	10,237,335	11,785	24,636,190	9,376,529	38,210,716	47,587,245
1913	28,654	12,078,041	10,739	24,238,788	11,130,875	40,923,038	52,053,913
1914	26,125	12,050,856	7,742	15,636,414	9,382,206	27,641,031	37,023,237
1915	21,575	9,398,207	6,415	7,385,101	6,789,423	8,409,380	15,198,803
1916	23,002	9,839,029	6,800	10,660,839	7,486,962	16,096,529	23,583,491

Relative percentage of freight tonnage:—

Year.	Canadian Per Cent.	American Per Cent.
1908	28·7	71·3
1909	21·8	78·2
1910	18·3	81·7
1911	20·5	79·5
1912	19·7	80·3
1913	21·3	78·7
1914	25·3	74·7
1915	44·7	55·3
1916	31·7	68·3

Although the percentage of Canadian traffic in 1916 declined, the volume was actually larger than in 1915. Adding together the net tonnage of Canadian freight which passed through the canals of the United States and of Canada, the result is as follows:—

——	Net Canadian Tonnage.
1915	6,734,223
1916	9,779,881

The volume of gross freight tonnage Canadian and American, through all the canals of Canada was as follows in 1916:—

Canals.	Total Traffic.	Canadian Tons.	Per Cent.	American Tons.	Per Cent.
Sault Ste. Marie	16,813,649	4,155,911	24·72	12,657,738	75·28
Welland	2,544,964	1,054,480	45·43	1,490,484	54·57
St. Lawrence	3,368,064	1,581,195	46·95	1,786,869	53·05
Chambly	398,977	257,181	64·47	141,796	35·53
St. Peters	9,629	9,629	100·00	.....	.....
Murray	46,680	45,085	96·58	1,595	3·42
Ottawa	237,651	226,381	95·25	11,270	4·75
Rideau	105,430	98,653	93·57	6,777	6·43
Trent	45,009	45,009	100·00	.....	.....
St. Andrews	13,438	13,438	100·00	.....	.....
	23,583,491	7,486,962	.....	16,096,529	.....

The foregoing tonnage unavoidably includes duplication. It represents the total of business through all the canals, and the same cargo often passes through two and three separate canal systems. This is always true of through shipments in either direction between the head of lake Superior and Montreal.

The eastward movement of traffic is very much larger than the movement westward, and this fact gives Sault Ste. Marie a controlling position. In that eastward trend of trade iron ore is the chief commodity. Following is a comparative statement of eastbound business, including ore:—

Canadian Canal.	Total Traffic.	Canadian Traffic.	Per cent Canadian.	American Traffic.	Per cent American
1896	4,557,399	321,770	7·0	4,255,629	93·0
1897	4,9,74063	337,146	6·8	4,609,737	93·2
1898	3,055,287	146,539	4·8	2,908,748	95·2
1899	3,006,664	299,975	9·9	2,706,629	90·1
1900	2,035,677	255,264	12·5	1,880,413	87·5
1901	2,820,394	494,613	17·5	2,325,781	82·5
1902	4,729,268	1,140,623	24·1	3,588,645	75·9
1903	5,511,868	1,362,820	24·7	4,149,048	75·3
1904	5,030,705	1,212,145	24·1	3,818,360	75·9
1905	5,473,406	1,304,355	23·8	4,169,051	76·2
1906	6,574,046	1,632,683	24·8	4,941,363	75·2
1907	15,588,165	1,957,334	12·5	13,630,831	87·5
1908	12,759,216	2,113,160	16·5	10,646,056	83·5
1909	27,861,245	2,767,875	9·1	25,093,370	90·9
1910	36,395,687	2,941,229	8·1	33,454,458	91·9
1911	30,951,709	3,167,936	10·2	27,783,773	89·8
1912	39,669,655	3,808,157	9·6	35,861,498	90·4
1913	42,699,324	3,816,718	11·3	37,882,606	88·7
1914	27,599,184	3,609,747	13·1	23,989,437	86·9
1915	7,750,957	2,561,734	33·0	5,189,223	67·0
1916	16,813,649	4,155,911	24·7	12,657,738	75·3

The important part played by ore shipments is shown in the following table:—

Year.	American Traffic through Canadian Canal.			Ore included in foregoing total.	Per cent of Ore.	Commodities other than Ore.	Per cent of other Commodities.
	Up.	Down.	Total.				
	Tons.	Tons.	Tons.	Tons.		Tons.	
1905	1,028,871	3,140,180	4,169,051	2,910,118	69·9	1,258,933	30·1
1906	1,367,796	3,573,567	4,941,363	2,929,366	59·3	1,011,997	40·7
1907	2,604,741	11,026,090	13,630,831	9,995,242	73·2	3,635,589	26·8
1908	2,419,709	8,226,347	10,646,056	7,362,351	69·1	3,283,705	30·9
1909	2,737,101	22,356,269	25,093,370	21,156,915	84·3	3,936,455	15·7
1910	4,004,538	29,449,920	33,454,458	28,440,952	85·0	5,013,506	15·0
1911	4,307,187	23,476,586	27,783,773	22,654,029	81·5	5,129,744	18·5
1912	3,133,638	32,727,860	35,861,498	31,134,251	87·0	4,727,247	13·0
1913	4,238,829	33,643,777	37,882,606	32,386,866	85·5	5,495,740	14·5
1914	2,398,944	21,737,678	24,136,622	20,817,953	86·2	3,318,669	13·8
1915	509,788	4,741,552	5,251,340	4,004,426	76·3	1,246,914	23·7
1916	1,088,832	11,608,897	12,697,729	11,374,201	89·5	1,323,528	10·5

Following is a comparison of eastbound Canadian and American traffic at Sault Ste. Marie, exclusive of ore:—

Year.	Canadian Eastbound exclusive of ore.	Per cent of total eastbound	American Eastbound exclusive of ore.	Per cent. of total Eastbound
1905	838,537	82·7	303,630	9·7
1906	1,112,742	92·8	721,320	20·2
1907	1,446,788	91·7	1,142,468	10·3
1908	1,585,549	92·3	986,614	11·9
1909	2,038,245	98·0	1,229,282	5·5
1910	2,132,620	100·0	962,062	3·3
1911	2,466,806	99·1	820,488	3·5
1912	3,019,998	99·8	1,576,646	4·8
1913	4,114,402	99·0	1,271,882	3·8
1914	2,985,114	97·1	919,725	4·2
1915	2,134,546	97·1	737,126	15·5
1916	3,697,705	96·7	194,576	1·68

The foregoing percentages represent the proportion which Eastbound traffic, excluding ore, bore to the total Eastbound, including ore.

At the Welland canal ores disappear as a factor in traffic. The situation at that important gateway between the upper Great Lakes and the St. Lawrence is summarized in the following statement:—

Traffic through the Welland Canal.

Year.	Canadian—Up.	Per cent.	Canadian—Down.	Per cent.	United States—Up.	Per cent.	United States—Down.	Per cent.
	Tons.		Tons.		Tons.		Tons.	
1887	61,310	41·3	87,159	58·7	265,738	31·9	565,928	68·1
1891	25,260	25·8	72,522	74·2	264,952	30·2	612,279	69·8
1896	19,369	8·8	200,294	91·2	271,900	25·6	788,424	74·4
1897	12,091	6·3	179,998	93·7	212,108	19·6	870,095	80·4
1898	11,904	8·5	127,236	91·5	211,502	21·1	789,435	78·9
1899	17,464	10·2	153,174	89·8	135,038	21·8	484,094	78·2
1900	18,670	11·0	150,378	89·0	99,560	18·1	450,752	81·9
1901	22,804	10·2	200,693	89·8	83,601	21·1	313,111	78·9
1902	39,760	16·2	204,398	83·8	44,994	10·7	376,235	89·3
1903	116,143	34·6	220,152	65·4	153,947	23·1	512,677	76·9
1904	94,353	27·1	253,920	72·9	90,855	19·6	372,243	80·4
1905	104,490	24·6	319,944	75·4	127,569	19·1	540,047	80·9
1906	131,502	24·2	410,749	75·8	91,366	13·8	568,350	85·2
1907	202,051	29·6	479,292	70·4	188,113	20·1	744,676	79·9
1908	163,447	21·7	587,239	78·3	247,513	25·9	705,254	74·1
1909	382,041	37·5	635,187	62·5	260,048	25·7	748,675	74·3
1910	420,407	35·9	749,891	64·1	304,427	26·3	851,565	73·7
1911	508,865	38·0	828,085	62·0	335,054	27·8	866,625	72·2
1912	578,251	37·1	979,525	62·9	247,471	19·1	1,046,668	80·9
1913	641,402	32·4	1,338,274	67·6	363,701	22·9	1·227,337	77·1
1914	504,487	22·2	1,769,502	77·8	351,562	22·2	1,235,418	77·8
1915	422,996	27·6	1,108,332	72·4	333,464	21·8	1·196,220	78·2
1916	350,225	34·1	678,339	65·9	149,396	9·8	1,367,004	90·2

TRANSPORTATION OF CANADIAN WHEAT.

The total volume of Canadian wheat moved through the canals of Canada and the United States at Sault Ste. Marie in 1916 was 185,003,667 bushels. Of this quantity, 82,807,342 bushels passed through the Canadian canal. Larger accommodation on the American side of the St. Mary's river probably accounts for the preference given that channel.

Since 1895 the volume of Canadian wheat annually carried through the Canadian canal at Sault Ste. Marie has been as follows:—

	Bushels.
1895	1,087,800
1896	7,274,000
1897	9,130,167
1898	3,456,934
1899	7,699,267
1900	5,573,267
1901	5,893,034
1902	19,896,900
1903	25,807,800
1904	25,250,969
1905	22,603,500
1906	26,361,400
1907	34,602,000
1908	41,793,300
1909	48,047,833
1910	51,774,833
1911	63,641,000
1912	83,743,034
1913	101,066,133
1914	77,467,833
1915	48,727,911
1916	82,807,342

Comparison of 1915 and 1916:—

	1915.	1916.
	Bushels.	Bushels.
Through the Canadian canal	48,727,911	82,807,342
Through the American canal	121,389,950	102,196,325
Total	170,117,861	185,003,667

Canadian wheat moved in the form of flour must also be brought into the account. The total quantity brought down in 1916 was 3,805,384 barrels, as compared with 2,215,098 barrels in 1915. At 4½ bushels to the barrel, this would represent 17,124,228 bushels of wheat.

The total volume of waterborne wheat in 1916 would thus be made up as follows:—

	Bushels.
Through the Canadian canal	82,807,342
Through the American canal	102,196,325
In the form of flour	17,124,228
Total	202,127,895

The distribution of Canadian wheat, moved through the Canadian and American canals at Sault Ste. Marie from Port Arthur-Fort William, was as follows:—

From	1914.	1915.	1916.
Port Arthur-Fort William.	Bushels.	Bushels.	Bushels.
To Montreal	9,624,600	3,512,410	1,233,982
" Georgian Bay ports	21,086,566	25,065,999	46,406,749
" other Canadian ports	33,132,733	33,067,613	28,029,847
" Buffalo	24,974,767	106,784,542	106,349,943
Total	88,818,666	168,430,564	182,020,521

To account for a l the Canadian wheat shipped eastward by water in 1916 there must be added the quantity passed through Duluth in bond. The complete statement would therefore be as follows:—

From	1914.	Per cent.	1915.	Per cent.	1916.	Per cent.
Port Arthur-Fort William and Duluth.	Bushels.		Bushels.		Bushels.	
To Montreal	10,283,166	10·8	4,025,010	2·4	1,686,482	0·19
" Georgian Bay ports	24,864,466	26·2	25,315,999	14·9	48,007,361	25·95
" other Canadian ports	34,350,700	36·2	33,067,613	19·4	28,029,847	15·15
" Buffalo	25,533,734	26·8	107,709,239	63·3	107,279,977	57·99
Total	95,032,066	.....	170,117,861	.....	185,003,667	.....

"Other Canadian ports" in the foregoing and succeeding statements must be understood as being ports between Georgian bay and lake Ontario. For more than ninety per cent of the traffic the term means Port Colborne, which is the chief port of transfer at the eastern end of lake Erie and the western entrance to the Welland canal.

Following is a summary of the volume moved in 1909 and succeeding years through both canals at Sault Ste. Marie:—

Canadian Wheat.	1909.	1910.	1911.	1912.
	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	10,517,266	13,185,370	12,761,666	14,929,099
" " Georgian bay	13,384,400	12,753,200	9,881,234	19,501,168
" " other Canadian ports	10,149,633	9,603,400	11,880,666	20,458,700
" " Buffalo	12,841,334	15,693,363	27,945,600	44,228,266
Duluth to Montreal	520,000	315,000	.....	283,500
" Buffalo	528,200	224,500	710,334	5,714,367
" Georgian bay	28,000	.....	461,500	1,418,767
" other Canadian ports	79,000	.....	.....	230,000
Unclassified	.....	.....	.....	3,078,164
Total	48,047,833	51,774,833	63,641,000	109,842,031
Through American canal	9,117,328	5,321,446	1,981,481	
Grand total	57,165,161	57,096,279	65,622,481	

Canadian Wheat.	1913.	1914.	1915.	1916.
	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	11,950,433	9,624,600	3,512,410	1,233,982
" " Georgian bay	24,448,134	21,086,566	25,065,999	46,406,749
" " other Canadian ports	28,045,733	33,132,733	23,067,613	28,029,847
" " Buffalo	67,701,900	24,974,767	106,784,542	106,349,943
Duluth to Montreal	3,236,199	658,566	512,600	452,500
" Buffalo	3,811,033	3,777,900	250,000	930,034
" Georgian bay	1,605,867	1,217,967	.....	1,600,612
" other Canadian ports	927,600	558,967	924,697	.....
Unclassified	.....	.....	.....	.....
Total	141,726,899	95,032,066	170,117,861	185,003,667

Wheat movement by months, 1915 and 1916:

1915.	April.	May.	June.	July.	August.	September	October.	November.	December.	Total.
Canadian Canal—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—Port Arthur to—										
Montreal	964,450	229,422	176,000	363,200	300,000	399,138	550,700	37,000	30,000	3,049,910
Georgian bay	120,000	163,870	521,473	540,688	881,071	1,860,430	3,740,811	4,427,773	2,465,350	14,731,466
Other Canadian ports	428,000	1,561,371	1,017,500	594,000	634,000	2,446,424	3,657,940	3,883,500	2,487,500	16,510,535
Buffalo		340,000	188,200	317,850		992,594	5,390,272	4,744,604	1,695,500	13,669,000
Duluth-Superior to—										
Montreal										
Georgian bay						250,000				250,000
Other Canadian ports										
Buffalo						87,000	350,000	80,000		517,000
Total	1,512,450	2,294,663	1,903,173	1,615,718	1,815,071	6,035,886	13,689,723	13,182,877	6,678,350	48,727,911
American Canal—										
Fort William-Port Arthur to—										
Montreal	111,000	306,500		45,000						462,500
Georgian bay	307,500	83,200	34,399	320,000		574,941	4,222,493	3,581,000	1,211,000	10,334,533
Other Canadian ports	2,689,000	4,621,637	963,000	756,000	165,000	1,280,000	2,926,196	1,976,000	1,180,245	16,557,078
Buffalo	3,635,691	1,838,378	415,400	540,465	204,000	4,314,446	25,717,061	31,685,181	24,764,920	93,115,542
Duluth-Superior to—										
Montreal	47,000	145,000	75,300				98,500	146,800		512,600
Georgian bay										
Other Canadian ports										
Buffalo						154,500		41,000	212,197	407,697
Total	6,790,191	6,994,715	1,488,099	1,661,465	369,000	6,323,887	32,964,250	37,429,981	27,368,362	121,389,950
Canadian and American Canals—										
Fort William-Port Arthur to—										
Montreal	1,075,450	535,922	176,000	408,200	300,000	399,138	550,700	37,000	30,000	3,512,410
Georgian bay	427,500	247,070	555,872	860,688	881,071	2,435,371	7,963,304	8,018,773	3,676,350	25,065,999
Other Canadian ports	3,117,000	6,183,008	1,980,500	1,150,000	799,000	3,726,724	6,584,136	5,859,500	3,667,745	33,067,613
Buffalo	3,635,691	2,178,378	603,600	858,295	204,000	5,307,040	31,107,333	36,429,785	26,460,420	106,784,542
Duluth-Superior to—										
Montreal	47,000	145,000	75,300				98,500	146,800		512,600
Georgian bay						250,000				250,000
Other Canadian ports										
Buffalo						241,500	350,000	121,000	212,197	924,697
Total	8,302,641	9,289,378	3,391,272	3,277,183	2,184,071	12,359,773	46,653,973	50,612,858	34,046,712	170,117,861

Wheat movement by months, 1615 and 1916:—*Concluded.*

1916.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Canadian Canal—	Bushels.	Bushels.	Bushels.	Bushels	Bushels	Bushels	Bushels	Bushels	Bushels	Bushels
Fort William-Port Arthur to—										
Montreal	192,000	372,950	342,866	41,500	83,066	84,300		117,300		1,233,982
Georgian bay	1,507,250	5,631,220	3,937,300	4,730,000	6,236,900	3,029,300	3,998,285	4,330,200	895,000	34,295,555
Other Canadian ports	486,300	4,173,666	3,608,660	2,867,940	3,303,444	2,827,137	2,805,600	2,843,000	1,399,600	24,315,347
Buffalo	1,807,784	3,288,758	2,432,000	4,583,130	2,808,336	1,838,800	2,573,000	802,800	1,341,850	21,476,548
Duluth-Superior to—										
Montreal		75,000								75,000
Georgian bay		345,000						891,000		1,236,000
Other Canadian ports										
Buffalo		175,000								175,000
Total	2,993,334	14,061,594	10,320,826	12,222,570	12,431,746	7,779,537	9,376,885	8,984,400	3,636,450	82,807,342
American Canal—										
Fort William-Port Arthur to—										
Montreal										
Georgian bay	1,723,000	2,092,700	1,341,500	1,600,724	1,570,828	828,000	1,122,200	1,794,542	37,700	12,111,194
Other Canadian ports		1,262,000	580,000	547,000	205,000		358,000	472,500	209,000	3,714,500
Buffalo	9,746,280	13,266,109	9,437,171	12,277,541	7,450,801	2,641,620	5,322,049	10,964,907	13,767,007	84,873,485
Duluth-Superior to—										
Montreal		152,000	225,500							377,500
Georgian bay		364,612								364,612
Other Canadian ports										
Buffalo	381,000	177,000	20,000	37,000	129,000	11,034				755,034
Total	11,850,280	17,314,421	11,604,171	14,462,265	9,355,629	3,480,654	6,802,249	13,231,949	14,094,707	102,196,325
Canadian and American Canals—										
Fort William-Port Arthur to—										
Montreal	192,000	372,950	342,866	41,500	83,066	84,300		117,300		1,233,982
Georgian bay	3,230,250	7,723,920	5,278,800	6,330,724	7,807,728	3,857,300	5,120,485	6,124,842	932,700	46,406,749
Other Canadian ports	486,300	5,435,666	4,188,660	3,414,940	3,508,444	2,827,137	3,163,000	3,315,500	1,689,600	28,029,847
Buffalo	11,554,064	16,554,867	11,869,171	16,860,671	10,259,137	4,480,420	7,895,049	11,767,707	15,108,857	106,349,943
Duluth-Superior to—										
Montreal		227,000	225,500							452,500
Georgian bay		709,612						891,000		1,600,612
Other Canadian ports										
Buffalo	381,000	332,000	20,000	37,000	129,000	11,034				930,034
Total	15,843,614	31,376,015	21,924,997	26,684,835	21,787,375	11,260,191	16,179,134	22,216,349	17,731,157	185,003,667

There was a very large volume of wheat moving during the year 1915 from Port Colborne to Montreal, which might properly be added to the foregoing total for Fort William-Port Arthur to Montreal. Port Colborne was used as a port of transfer. It might, in fact, be assumed that nearly all the wheat moved from the head of the Great Lakes to "other Canadian ports" actually went to Montreal.

A helpful light is thrown on the foregoing table when the monthly totals are reduced to a percentage basis, as follows:—

	1915.	1916.		1915.	1916.
April	4·8	8·6	September	7·3	6·1
May	5·5	16·9	October	27·5	8·7
June	2·0	11·9	November	29·7	12·0
July	1·9	14·4	December	20·0	9·6
August	1·3	11·8			

It will be observed that a marked fluctuation occurred in 1916 as to the periods of greatest activity in the movement of Canadian wheat by water. In the first five months of the year 63·6 per cent of the whole volume of traffic was transported, as compared with 15·5 per cent for the corresponding period in 1915.

FREIGHT RATES BY WATER.

High freight rates by water obtained during the season of 1916. The test made by the Department had reference solely to wheat; but that may safely be accepted as indicative of the character of the business as a whole.

The volume of Canadian wheat moved by water was the largest in the history of the Great Lakes trade. The facts have been given on preceding pages.

The rates of freight over the different routes during the year were as follows:—

	1914.	1915.	1916.
Port Arthur—Fort William to Montreal—			
Per ton per mile	0·124 cent.	0·132 cent.	0·205 cent.
Per bushel	4·58 "	4·99 "	7·55 "
Per ton	$1·52	$1·66	$2·52
Port Arthur—Fort William to Georgian Bay—			
Per ton per mile	0·095 cent.	0·282 cent.	0·264 cent.
Per bushel	1·46 "	3·54 "	4·10 "
Per ton	48·61 "	$1·18	$1·37
Port Arthur—Fort William to other Canadian ports—			
Per ton per mile	0·065 cent.	0·124 cent.	0·169 cent.
Per bushel	1·48 "	2·84 "	3·68 "
Per ton	49·29 "	94·80 "	$1·22
Port Arthur—Fort William to Buffalo—			
Per ton per mile	0·061 cent.	0·159 cent.	0·159 cent.
Per bushel	1·63 "	3·97 "	4·27 "
Per ton	53·72 "	$1·32	$1·42
Port Colborne to Montreal—			
Per ton per mile		0·288 cent	
Per bushel		3·25 "	
Per ton		$1·08	

The rates from Duluth were substantially the same as from Port Arthur-Fort William.

Following is a comparison of freight rates, by months, for 1915 and 1916:—

Port Arthur–Fort William to Montreal.	1915.			1916.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	$	Cent.	Cents.	$	Cent.
April	4·88	1·62	0·132	7·00	2·33	0·190
May	3·94	1·31	0·107	8·05	2·68	0·218
June	3·84	1·28	0·104	6·71	2·23	0·182
July	3·58	1·19	0·097	7·33	2·54	0·206
August	4·09	1·36	0·111	7·62	2·54	0·209
September	5·49	1·83	0·149	7·61	2·54	0·201
October	6·75	2·25	0·183	.....	.....	.....
November	.....	.....	.....	9·11	3·07	0·249
December	.....	.....	.....	.....	.....	.....
Average	4·99	1·66	0·132	7·55	2·52	0·205

Port Arthur–Fort William to Georgian Bay.	1915.			1916.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cent.	Cents.	$	Cent.
April	1·61	53·81	0·105	4·28	1·43	0·278
May	1·24	41·31	0·080	3·91	1·30	0·254
June	1·16	38·69	0·075	3·44	1·14	0·223
July	1·05	35·12	0·068	4·27	1·42	0·261
August	1·18	38·70	0·072	4·57	1·52	0·297
September	1·96	63·83	0·124	4·07	1·36	0·264
October	3·39	$1·13	0·221	3·84	1·22	0·247
November	4·48	1·49	0·291	4·28	1·40	0·277
December	4·99	1·66	0·353	4·52	1·51	0·294
Average	3·54	$1·18	0·282	4·11	1·37	0·265

Port Arthur–Fort William to other Canadian ports.	1915.			1916.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cent.	Cents.	$	Cent.
April	1·56	51·91	0·065	5·19	1·73	0·261
May	1·36	45·34	0·057	3·73	1·24	0·171
June	1·21	40·37	0·050	3·20	1·06	0·146
July	1·19	39·81	0·048	3·11	1·03	0·143
August	1·27	42·29	0·064	3·46	1·15	0·154
September	1·67	55·85	0·073	3·39	1·04	0·164
October	3·01	$1·00	0·134	3·92	1·31	0·178
November	4·22	1·40	0·191	4·12	1·37	0·185
December	5·51	1·83	0·244	4·93	1·64	0·242
Total	2·84	94·80	0·124	3·69	1·23	0·169

Port Arthur-Fort William to Buffalo.	1915.			1916.		
	Per bushel.	Per ton.	Per ton per mile.	Per bushel.	Per ton.	Per ton per mile.
	Cents.	Cents.	Cent.	Cents.	$	Cent.
April	1·49	49·63	0·057	5·18	1·70	0·199
May	1·04	34·79	0·040	4·17	1·37	0·162
June	1·08	36·20	0·041	3·61	1·20	0·141
July	1·24	41·47	0·048	4·45	1·48	0·175
August	2·25	75·00	0·086	4·58	1·53	0·178
September	2·78	92·70	0·107	3·76	1·25	0·146
October	4·04	$1·35	0·162	4·27	1·42	0·164
November	4·30	1·43	0·172	4·03	1·35	0·162
December	4·53	1·51	0·181	4·22	1·41	0·166
Average	3·97	$1·32	0·159	4·27	1·42	0·167

In order that the bearing of the foregoing freight rates may be properly understood in their relationship to gross earnings, allowance should be made for the following charges paid by ship owners on all cargoes of wheat moved between Fort William and Montreal:—

Clearing house at Fort William	·01 to ·03 cent per bushel.
Trimmers at Fort William	·06 " "
Elevation at Montreal	·30 " "
Shovelling at Montreal	·20 " "
Total	·59 cent per bushel.

To Port Colborne the average deductions would amount to ·44 per bushel, to Buffalo ·41, and to Georgian Bay ports ·38.

MOVEMENT OF OTHER GRAIN.

Following is a statement of the volume of grain other than wheat passed through the Canadian and American canals at Sault Ste. Marie during the past three years:—

	1914.	1915.	1916.
	Bushels.	Bushels.	Bushels.
Oats	26,240,701	26,798,488	57,743,636
Barley	5,284,350	4,496,509	8,679,607
Flax seed	7,175,977	2,068,582	4,931,569
Total	38,701,028	33,363,579	71,354,812

In view of the large volume of Canadian oats transported by water, it is instructive to follow the distribution to various ports. In 1916 the movement took the following channels:—

Canadian Oats. Canadian and American Canals. 1916.	April.	May.	June.	July.	August.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	587,880	1,384,581	1,134,900	1,985,558	1,040,000
" Georgian Bay	968,000	2,507,444	2,431,000	2,703,500	2,087,500
" other Canadian ports		1,245,010	1,140,124	1,413,772	1,682,800
" Buffalo	1,670,658	6,485,138	3,803,821	3,053,813	702,700
Duluth to Montreal					
" Georgian Bay					
" other Canadian ports					
" Buffalo		75,000			
Total	3,226,538	11,697,173	8,509,845	9,156,643	5,513,000

	September.	October.	November.	December.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William to Montreal	521,000	774,941	1,026,245	111,000	8,566,105
" Georgian Bay	1,375,000	353,500	2,627,328	4,285,500	19,338,772
" other Canadian ports	2,182,100	890,323	2,797,000	400,000	11,751,129
" Buffalo	1,384,000	753,500	159,000		18,012,630
Duluth to Montreal					
" Georgian Bay					
" other Canadian ports					
" Buffalo					75,000
Total	5,462,100	2,772,264	6,609,573	4,796,500	57,743,636

INSURANCE RATES.

Following are the facts with respect to marine insurance rates on the Great Lakes:—

	First Class.	Second Class.
To Lake Erie and Georgian Bay ports—		
April 15, a.m., to April 30, p.m.	$ 0 45	$ 0 60
May 1, a.m., to August 31, p.m.	0 30	0 40
September 1, a.m., to November 30, midnight	0 45	0 65
To Port Huron, Point Edward, Goderich, Sarnia and Detroit—		
April 1, a.m., to April 30, p.m.	0 40	0 55
May 1, a.m., to August 31, p.m.	0 25	0 35
September 1, a.m., to November 30, midnight	0 40	0 60
To Kingston and Lake Ontario ports, including Ogdensburg and Prescott—		
April 1, a.m., to April 30, p.m.	0 65	0 75
May 1, a.m., to August 31, p.m.	0 45	0 55
September 1, a.m., to November 30, midnight	0 60	1 00
To Montreal direct without Transhipment—		
April 20, a.m., to October 31, p.m.	0 60	1 10
November 1, a.m., to November 30, p.m.	0 70	1 25
To Montreal via Kingston, Prescott and Ogdensburg and Transhipped— If transhipped at Kingston, Ogdensburg, or Prescott, and forwarded thence to Montreal, approved standard barges, add 15 cents to Kingston, Ogdensburg and Prescott rate.		
From Lake Superior ports to Lake Michigan ports— Charge Lake Erie ports' rates.		
From Lake Michigan ports to Lake Michigan ports— Charge 50 per cent of Lake Erie ports' rates.		
From Port Colborne to Montreal—		
Sailing April 15, a.m., to August 31, midnight	0 30	0 40
For through rates add the rate to Lake Erie to the above. If transhipped again at Kingston, tariff charges apply.		

The foregoing schedules apply to the year 1914. For 1916 the standard rate paid on steel hulls covering to the foot of lake Erie for a period of one year with a navigating season from April 15 at midnight to November 30 at midnight was 3¾ per cent. The usual extra ½ per cent for the season was charged for navigation not east of Kingston, with a further ½ per cet for navigation not east of Montreal, while an additional ½ per cent was charged for navigation as far as Cape Breton.

Statement of the Tonnage of Canadian and United States Vessels.

CANADIAN VESSELS.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Number of Trips.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.				
1887	1,201,529	1,194,665	162,554	36,277	1,071	65	30,778	221,013	1,395,932	1,452,020	2,847,952	18,991
1888	1,113,290	1,120,774	158,209	34,368	1,252	.....	22,553	189,876	1,295,304	1,345,018	2,640,322	17,661
1889	1,285,574	1,207,892	188,131	39,371	976	802	20,271	252,565	1,494,952	1,500,630	2,995,582	19,393
1890	1,314,127	1,250,999	229,478	32,909	929	351	14,003	296,676	1,558,537	1,580,935	3,139,472	20,655
1891	1,356,518	1,287,168	201,758	28,642	550	292	16,350	244,176	1,575,176	1,560,278	3,135,454	19,246
1892	1,517,249	1,460,505	177,136	29,184	1,466	394	14,659	201,374	1,710,510	1,691,455	3,401,965	21,177
1893	1,548,094	1,422,326	170,186	26,787	1,172	10	17,037	248,442	1,736,489	1,697,565	3,434,054	20,757
1894	1,319,792	1,260,907	217,635	19,298	2,177	5	6,394	222,696	1,545,998	1,502,906	3,048,904	19,027
1895	1,258,848	1,165,683	253,693	13,383	.....	.....	5,889	285,553	1,518,440	1,464,619	2,983,059	17,136
1896	1,547,757	1,420,342	200,292	5,234	157	.....	4,115	271,809	1,752,321	1,697,385	3,449,706	20,972
1897	1,629,192	1,482,951	215,785	11,378	.....	.....	3,533	297,898	1,848,510	1,792,227	3,640,737	21,466
1898	1,704,661	1,609,255	215,393	4,927	499	518	6,805	255,927	1,927,358	1,870,627	3,797,985	21,509
1899	1,865,643	1,774,789	242,817	32,436	925	3,691	42,290	345,980	2,151,675	2,156,896	4,308,571	23,579
1900	1,767,293	1,681,340	265,926	14,922	2,909	64	38,015	358,781	2,074,143	2,055,107	4,129,250	21,755
1901	1,615,952	1,587,221	279,007	82,541	3,300	2,908	97,332	312,003	1,995,591	1,984,673	3,980,264	20,860
1902	1,914,167	1,840,787	241,356	97,492	1,874	2,164	101,335	286,520	2,258,732	2,226,963	4,485,695	22,198
1903	2,061,258	2,088,969	340,383	143,614	7,018	3,082	188,896	379,612	2,597,555	2,615,277	5,212,832	23,767
1904	1,838,260	1,907,886	299,245	159,740	5,175	4,223	237,910	319,661	2,380,590	2,391,510	4,772,100	21,851
1905	2,059,097	2,031,766	312,773	188,138	11,820	3,191	262,401	322,605	2,646,091	2,545,100	5,191,191	23,726
1906	2,271,776	2,264,476	292,705	155,595	24,420	5,506	202,276	309,567	2,791,177	2,735,144	5,526,321	25,498
1907	2,561,948	2,661,317	337,822	129,246	9,153	7,331	238,172	383,922	3,147,095	3,181,685	6,328,911	28,833
1908	2,726,776	2,748,139	318,327	227,315	5,057	7,844	348,944	398,387	3,399,104	3,381,685	6,780,789	29,040
1909	3,335,187	2,992,403	300,320	217,989	82,591	111,236	257,945	513,907	3,976,043	3,835,535	7,811,578	22,507
1910	3,891,613	3,504,463	315,656	122,688	95,151	89,618	287,555	627,046	4,597,975	4,343,815	8,931,790	25,337
1911	3,997,073	3,646,516	333,500	176,690	8,499	2,332	393,012	614,570	4,732,084	4,440,108	9,172,192	25,585
1912	4,457,303	4,168,304	617,407	21,176	9,907	1,053	180,735	781,450	5,265,352	4,971,983	10,237,335	27,371
1913	4,964,635	4,827,587	898,249	67,031	3,531	5,231	348,477	963,300	6,214,892	5,863,149	12,078,041	28,654
1914	4,891,369	4,976,317	764,317	124,505	4,687	2,109	385,433	902,119	6,045,806	6,605,050	12,050,856	26,125
1915	3,809,004	3,662,531	730,617	213,887	11,508	7,232	166,428	797,000	4,717,557	4,680,650	9,398,207	21,575
1916	3,524,708	3,598,347	1,105,761	270,517	20,846	.....	215,156	1,103,694	4,866,471	4,972,558	9,839,029	23,002

GENERAL STATISTICS.

The following tables of general statistics will afford further information with regard to the canals of Canada:—

STATEMENT of Total Freight passed through the Canals for the following years.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.
	Tons.	Tons	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			
1887	336,648	1,154,424	138,692	202,563	151,805	192,528	86,374	457,482	713,519	2,006,997	2,720,516
1888	355,165	1,146,260	138,127	174,239	214,407	223,429	81,611	428,357	789,310	1,972,287	2,761,597
1889	384,777	1,156,306	122,295	198,497	267,224	300,193	81,243	603,311	855,529	2,258,367	3,113,896
1890	369,593	1,137,011	144,368	133,188	216,813	320,324	58,709	533,021	789,505	2,123,542	2,913,047
1891	370,120	1,155,247	103,814	123,193	248,188	307,958	50,747	543,259	772,869	2,129,657	2,902,526
1892	327,560	1,322,137	173,538	135,787	241,034	302,983	47,396	481,301	789,528	2,242,208	3,031,736
1893	351,706	1,344,822	214,076	141,602	247,329	385,769	54,912	806,773	868,023	2,678,966	3,546,989
1894	299,155	1,140,606	204,175	89,614	231,172	363,107	46,020	568,866	780,522	2,162,193	2,942,715
1895	264,824	1,070,046	286,191	91,177	362,637	608,778	62,285	590,140	975,937	2,360,141	*3,336,078
1896	293,353	1,619,668	259,659	100,519	1,197,245	3,536,054	117,535	867,040	1,867,792	6,123,281	7,991,073
1897	275,587	1,713,274	268,700	187,960	669,142	4,369,314	108,787	965,203	1,322,216	7,235,751	8,550,967
1898	263,989	1,819,887	187,253	98,967	829,508	2,425,121	81,615	912,135	1,362,365	5,256,110	6,618,475
1899	296,208	1,833,412	266,364	115,133	732,030	2,129,988	125,678	727,111	1,420,280	4,805,644	6,225,924
1900	312,201	1,632,915	270,033	81,714	538,197	1,339,915	105,155	703,563	1,255,586	3,758,107	5,013,693
1901	340,805	1,680,094	268,449	201,231	507,204	1,801,696	177,715	682,065	1,294,173	4,371,086	5,665,259
1902	529,085	2,064,480	308,212	342,484	515,828	3,000,636	190,243	562,229	1,543,368	5,969,829	7,513,197
1903	648,150	2,391,366	430,174	408,500	863,337	3,130,816	373,456	958,018	2,315,117	6,888,700	9,203,817
1904	606,737	2,047,499	511,887	2,6,578	699,784	2,778,903	483,795	851,063	2,302,203	5,954,033	8,256,236
1905	736,976	2,252,514	549,365	347,089	607,228	3,183,895	577,528	1,137,146	2,451,097	6,920,647	9,371,744
1906	1,238,929	2,355,855	627,094	234,919	991,508	3,595,256	482,239	997,385	3,339,770	7,183,415	10,523,185
1907	1,034,733	3,162,158	891,692	226,138	1,991,959	11,060,878	819,369	1,356,712	4,737,753	15,805,886	20,543,639
1908	1,028,246	3,292,422	560,736	278,721	1,704,210	8,218,866	972,300	1,447,219	4,265,592	13,237,228	17,502,820
1909	1,608,659	3,504,849	1,060,715	607,894	1,985,522	22,585,226	1,023,829	1,544,054	5,744,349	27,976,399	33,720,748
1910	2,342,740	3,861,272	600,144	661,436	3,323,822	29,530,163	995,749	1,705,282	7,232,455	35,758,153	42,990,608
1911	2,370,516	3,910,558	572,470	995,719	2,546,677	23,458,256	2,086,777	2,089,380	7,576,440	30,453,913	38,030,353
1912	2,340,444	4,973,342	867,250	961,838	2,042,819	32,434,735	1,343,288	2,623,529	6,593,801	40,993,444	47,587,245
1913	2,212,928	6,286,637	967,712	1,478,243	2,694,527	33,630,484	1,906,94.	2,876,415	7,782,114	44,271,799	52,053,913
1914	1,474,124	6,381,242	999,256	618,275	1,491,563	21,610,033	1,264,343	3,184,401	4,229,286	31,793,951	37,023,237
1915	1,073,014	4,300,658	938,860	643,331	505,574	4,848,152	344,110	2,545,104	2,861,558	12,337,245	15,198,803
1916	892,048	4,689,615	888,640	945,151	532,540	11,522,602	721,705	3,391,190	3,034,933	20,548,538	23,583,491

*Sault Ste Marie canal opened in September, 1895

Statement of the Tonnage of Canadian and United States Vessels.

UNITED STATES VESSELS.

Years.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Number of Trips.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up and Down.	
1887	16,265	17,925	38,857	56,708	143,730	140,562	52,793	98,840	251,645	315,035	566,680	3,883
1888	14,304	26,801	42,425	50,047	177,714	156,035	49,778	114,613	284,221	347,556	631,777	3,921
1889	21,125	26,449	55,996	50,732	253,088	206,567	56,249	160,442	386,458	444,190	830,648	4,542
1890	10,390	16,345	38,156	36,397	248,418	234,728	39,697	97,266	336,661	384,736	721,397	3,364
1891	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	395,118	442,998	838,116	3,602
1892	12,023	29,405	88,221	22,763	280,315	229,437	37,037	172,594	417,596	454,199	871,795	3,928
1893	10,752	34,303	214,047	33,741	351,994	282,724	50,994	307,740	627,787	658,508	1,286,295	4,585
1894	18,528	30,201	139,720	20,830	302,562	269,788	37,406	192,992	498,216	513,811	1,012,027	4,131
1895	8,838	24,768	139,554	17,712	262,240	216,542	32,295	185,730	441,927	444,752	886,679	4,427
1896	11,496	19,093	195,228	21,953	357,205	292,359	40,416	290,370	604,345	623,775	1,228,120	4,650
1897	14,666	18,367	269,430	17,618	338,938	277,345	26,341	347,698	649,375	661,028	1,310,403	4,675
1898	12,142	9,541	133,524	32,880	308,878	305,464	32,331	336,004	586,875	683,889	1,270,764	4,264
1899	17,217	18,044	172,897	30,002	1,605,887	1,156,503	51,902	234,336	1,846,848	1,438,885	3,285,733	6,101
1900	13,316	17,824	157,689	30,443	1,208,725	744,276	45,741	190,971	1,425,471	983,514	2,408,985	5,502
1901	11,587	18,706	177,169	28,124	922,464	1,044,707	54,895	224,622	1,166,115	1,316,159	2,482,274	5,634
1902	13,622	37,871	187,826	70,641	1,756,948	1,654,672	123,257	241,602	2,081,653	2,004,786	4,086,439	6,433
1903	14,014	24,168	265,208	65,247	1,736,187	1,689,414	106,401	335,836	2,121,810	2,114,665	4,236,475	6,695
1904	10,122	16,890	275,721	39,993	1,464,316	1,475,085	68,081	305,697	1,818,240	1,837,665	3,655,905	6,253
1905	19,743	19,444	364,985	81,876	2,350,494	1,701,704	1,101,536	456,459	2,836,758	2,259,483	5,096,241	7,085
1906	34,306	15,324	356,259	78,561	2,738,623	1,928,131	115,675	418,436	3,244,863	2,440,452	5,685,315	7,319
1907	57,349	72,018	304,591	72,048	4,730,053	5,376,060	205,769	623,941	5,463,767	6,141,067	11,604,834	9,328
1908	54,587	32,705	442,773	124,120	2,975,624	4,142,392	218,835	536,103	3,685,819	4,835,320	8,521,139	7,489
1909	263,592	109,407	442,176	200,202	4,178,378	10,429,614	213,750	621,903	5,098,196	11,361,126	16,459,322	9,996
1910	119,222	50,498	429,702	305,330	5,509,417	14,488,565	299,462	576,101	6,356,803	15,420,494	21,777,297	11,462
1911	49,778	12,643	626,897	576,313	3,348,936	12,057,484	709,084	850,487	4,734,695	13,496,927	18,231,622	10,370
1912	50,296	15,518	763,426	470,330	5,778,534	16,011,911	614,311	931,864	7,206,567	17,429,623	24,636,190	11,785
1913	61,301	29,788	673,382	711,603	5,657,984	15,567,499	703,212	834,019	7,095,879	17,142,909	24,238,788	10,739
1914	39,246	31,535	563,517	373,829	3,292,736	10,259,835	268,800	806,916	4,164,299	11,472,115	15,636,414	7,742
1915	49,138	30,310	672,094	306,502	2,934,955	2,419,998	171,696	800,408	3,827,883	3,557,218	7,385,101	6,415
1916	6,800	74,093	27,031	794,719	2,958,652	5,229,040	288,547	943,778	4,116,011	6,544,828	10,660,839	6,800

Vessel and Freight Tonnage passed through the Sault Ste. Marie Canal.

Years.	Canadian Vessels.		U.S. Vessels.		Total No.	Vessel Tonnage.	Freight Tonnage.			Lockages.	Days Open.	Remarks.
	No.	Tonnage.	No.	Tonnage.			Canadian	United States.	Total.	No.	No.	
1895	609	126,534	583	623,092	1,192	749,626	.....	.....	595,837	699	87	Canal first opened Sept. 9, 1895.
1896	2,070	589,407	3,066	3,805,749	5,136	4,395,156	.....	.....	4,577,399	3,042	218	
1897	1,909	405,546	2,359	3,391,936	4,268	3,797,482	.....	.....	4,947,065	2,604	238	
1898	1,811	403,931	1,864	2,353,699	3,675	2,757,630	.....	.....	3,055,387	2,520	243	
1899	2,000	558,552	1,769	2,389,457	3,769	2,948,009	.....	.....	3,006,664	2,610	239	
1900	1,790	577,310	1,291	1,617,438	2,081	2,194,748	.....	.....	2,035,677	2,205	238	
1901	2,796	775,151	1,408	1,674,597	4,204	2,449,748	.....	.....	2,820,394	2,910	246	
1902	3,080	1,366,930	1,964	3,237,372	5,044	4,604,302	.....	.....	4,729,268	3,418	264	
1903	2,711	1,615,939	1,640	3,146,897	4,351	4,762,746	.....	.....	5,511,868	3,242	256	
1904	2,637	1,555,042	1,325	2,675,663	3,962	4,230,705	.....	.....	5,030,705	3,022	241	
1905	3,970	1,803,299	1,692	2,734,349	5,662	5,537,637	.....	.....	5,473,406	4,031	255	
1906	3,922	1,959,252	1,758	4,399,872	5,680	6,359,124	.....	.....	6,574,039	4,152	253	
1907	3,217	2,154,688	3,132	9,961,281	5,349	12,115,969	.....	.....	15,588,165	4,596	238	
1908	3,289	2,603,232	2,204	7,035,655	5,293	9,638,887	2,092,231	10,666,985	12,759,216	3,667	235	Origin of cargo first shown.
1909	2,597	2,988,936	3,734	14,850,738	6,331	17,839,674	3,366,495	24,494,750	27,861,245	5,046	240	
1910	2,744	3,173,491	5,228	20,187,701	7,972	23,361,198	2,345,619	33,050,068	36,395,687	6,110	248	
1911	2,713	3,108,880	4,068	16,252,340	6,781	19,361,220	3,177,581	27,774,128	30,951,709	6,802	236	
1912	2,643	3,296,229	5,213	22,536,015	7,856	25,832,244	4,090,362	35,579,293	39,669,655	6,200	240	
1913	3,279	3,793,434	5,006	22,181,007	8,285	25,974,441	4,954,734	37,744,590	42,699,324	6,266	246	
1914	3,011	3,473,292	2,966	13,827,870	6,977	17,301,162	3,603,747	23,989,437	27,599,184	4,712	239	
1915	3,000	3,041,003	1,331	5,443,812	4,331	8,484,815	2,561,731	5,189,223	7,750,957	4,374	248	
1916	4,595	4,089,937	2,094	8,703,187	6,689	12,793,124	7,486,962	16,096,529	23,583,491	4,777	245	

CAPITAL EXPENDITURE.

The following statement brings the capital expenditure on the canals of the Dominion down to March 31, 1916. It must be understood, however, that the total shown is apart from the outlay by the Imperial Government on the Carillon and Grenville canal, as to which the records were lost in the destruction by fire of the Ordnance Office, Montreal, in 1852. The details are as follows:—

Canal.	Capital.		
	Construction.	Enlargement.	Total.
	$ cts.	$ cts.	$ cts.
Beauharnois	1,636,690 26		1,636,690 26
Carillon and Grenville	63,053 64	4,119,039 32	4,182,092 96
Chambly	637,056 76	94,639 76	731,696 52
Cornwall	1,945,624 73	5,300,679 48	7,246,304 21
Culbute	382,391 46		382,391 46
Lachine	2,589,532 85	11,519,078 74	14,108,611 59
Lake St. Francis		75,906 71	75,906 71
Lake St. Louis		298,176 11	298,176 11
Murray	1,248,946 71		1,248,946 71
Rideau	4,084,323 37	83,745 84	4,168,069 21
Sault Ste. Marie	4,994,372 51		4,994,372 51
Soulanges	7,904,044 53		7,904,044 53
Ste. Anne's	134,456 51	1,035,759 12	1,170,215 63
Fleuve St. Lawrence and canals	18,442 85	3,451,470 56	3,469,913 41
St. Ours	121,537 65	5,690 91	127,228 56
St. Peter's	648,547 14		648,547 14
Tay	489,599 23		489,599 23
Trent	15,626,295 14		15,626,295 14
Welland	7,693,824 03	21,925,171 63	29,618,995 66
Welland Ship Canal	9,960,563 44		9,960,563 44
Williamsburg: Farran's Point		877,090 57	10,491,098 07
Williamsburg: Galops		6,121,213 70	
Williamsburg: Rapide Plat		2,158,242 00	
Williamsburg: Williamsburg	1,320,655 54	13,896 26	
St. Andrew's Lock	1,630,548 96		1,630,548 96
Total	63,130,507 31	57,079,850 71	120,210,308 02

The cost of maintenance for the fiscal year 1916 was $1,575,272.08.

I have the honour to be, sir,

Your obedient servant,

J. L. PAYNE,
Comptroller of Statistics.

CANAL STATISTICS

FOR

SEASON OF NAVIGATION, 1916.

GRAIN PASSED DOWN WELLAND.

The quantity of barley, corn, oats, peas, rye, and wheat passed down the Welland canal, from ports west of Port Colborne for a period of thirty-five years is as follows:—

	Quantity passed down to Montreal.	To ports in Ontario.	Quantity from U.S. Ports to U.S. Ports.
	Tons.	Tons.	Tons.
1882	180,694	.....	63,881
1883	186,814	10,650	121,876
1884	142,194	12,153	104,537
1885	96,569	11,909	117,346
1886	203,940	9,881	151,551
1887	185,034	11,838	134,868
1888	160,358	25,599	169,664
1889	267,769	19,075	213,766
1890	288,513	15,899	245,932
1891	295,509	6,805	202,710
1892	261,954	8,942	201,540
1893	501,806	25,555	222,958
1894	273,651	16,699	203,979
1895	231,491	32,096	133,823
1896	461,049	73,386	160,372
1897	*560,254	53,257	157,756
1898	519,532	31,279	144,612
1899	332,746	40,197	68,011
1900	244,661	17,525	84,589
1901	151,566	13,732	83,370
1902	208,215	22,787	81,164
1903	251,936	29,062	111,828
1904	198,246	23,711	102,523
1905	341,431	42,061	129,270
1906	304,935	33,351	176,119
1907	635,573	42,032	163,295
1908	756,141	38,142	135,172
1909	652,742	40,238	129,587
1910	789,661	63,657	115,457
1911	836,924	51,560	121,655
1912	961,855	47,866	117,195
1913	1,265,368	63,806	122,069
1914	1,836,456	90,910	70,186
1915	1,120,027	33,200	109,810
1916	609,119	34,890	36,775

During the last decade the quantity of agricultural products, as above passed down the Welland and St. Lawrence canals to Montreal has decreased from 635,573 tons in 1907 to 609,119 in 1916, and the quantity passed down

the Welland canal from United States ports to United States has decreased from 163,295 to 36,775 tons for the same years.

The quantity of barley, buckwheat, corn, oats, peas, rye, and wheat, arrived at Montreal via Grand Trunk and Canadian Pacific railways for a period of 15 years, is reported as follows:—

Year.	Tons.
1902	263,861
1903	253,959
1904	154,625
1905	148,377
1906	386,96[illegible]
1907	383,73[illegible]
1908	285,26[illegible]
1909	426,163
1910	280,705
1911	241,134
1912	462,444
1913	268,388
1914	689,969
1915	558,043
1916	1,700,219

The quantity of the same articles passed down the whole length of the St. Lawrence canals to Montreal for the same period was:—

Year.	Tons.
1902	242,225
1903	400,057
1904	220,076
1905	375,630
1906	449,673
1907	684,697
1908	776,374
1909	652,742
1910	789,661
1911	836,924
1912	964,187
1913	1,265,376
1914	1,836,456
1915	1,120,027
1916	609,119

Comparative shipments of grain by the St. Lawrence route, and railways are as follows:—

QUANTITY OF GRAIN TO SEABOARD BY COMPETING ROUTES.

The quantity of grain and peas passed down the whole length of the St. Lawrence canals to Montreal is as follows:—

	Tons.
For 1915	1,120,027
1916	609,119
Showing a decrease of	510,008

The quantity of grain and peas carried to Montreal via Grand Trunk and Canadian Pacific railways is reported as follows:—

	Tons.
For 1915	558,043
1916	1,770,219
Showing an increase of	1,212,176

The quantity of grain passed down the Welland canal in Canadian and United States vessels to Kingston and Prescott for fifteen years is as follows:—

In Canadian vessels there were,

—	Tons.
1902, 131 cargoes, with an aggregate quantity of	175,514
1903, 170 " "	218,840
1904, 115 " "	174,121
1905, 167 " "	239,418
1906, 205 " "	344,605
1907, 255 " "	427,813
1908, 355 " "	598,941
1909, 308 " "	550,276
1910, 383 " "	679,358
1911, 421 " "	728,223
1912, 504 " "	796,858
1913, 687 " "	1,128,324
1914, 911 " "	1,004,236
1915, 693 " "	992,252
1916, 339 " "	560,002

In United States vessels there were,

—	Tons.
1902, 135 cargoes, with an aggregate quantity of	136,652
1903, 219 " "	273,986
1904, 118 " "	150,359
1905, 235 " "	273,344
1906, 178 " "	269,800
1907, 263 " "	413,087
1908, 271 " "	330,514
1909, 174 " "	272,291
1910, 182 " "	295,714
1911, 173 " "	281,916
1912, 154 " "	330,058
1913, 253 " "	322,919
1914, 178 " "	219,462
1915, 157 " "	270,785
1916, 56 " "	120,782

One hundred and sixty-two Canadian and 49 American vessels took cargoes of 343,733 tons through to Montreal intact in 1908; 87 Canadian and 9 American of 135,582 in 1907; 74 Canadian and 10 American of 108,734 tons in 1906; 96 Canadian and 18 American of 180,206 in 1905; 56 Canadian and 16 American of 116,095 tons in 1904; 56 Canadian and 18 American of 99,582 tons in 1903; 19 Canadian and 17 American of 34,804 tons in 1902; 23 Canadian and 2 American of 17,303 tons in 1901; 15 of 7,924 tons in 1900, 2 of 558 tons in 1899, 7 of 2,426 in 1898, 7 of 2,324 in 1897, 3 of 1,176 in 1896, 4 of 1,344 tons in 1905

2 cargoes of 810 tons in 1894, none in 1893, 2 in 1892 of 934 tons, and 3 in 1891 of 1,441 tons. Three vessels lightened a portion of their cargoes in 1901, 9 in 1900, 11 in 1899, 25 in 1898, 11 in 1897, 16 in 1896, 6 in 1895, 19 in 1894, 34 in 1893, 25 in 1892, and 44 in 1891; 222 vessels discharged the whole of their cargoes at Kingston in 1901, 540 in 1900, 316 in 1899, 473 in 1898, 359 in 1897, 335 in 1896, 169 in 1895, 188 in 1894, 369 in 1893, 220 in 1892, and 293 in 1891.

The quantity of grain transhipped at Port Colborne in 1909 and the four previous years was as follows:—

Articles.	1905.	1906.	1907.	1908.	1909.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat	679,840	1,009,474	1,428,300	1,106,244	2,686,963
Corn	104,027	110,629	112,036	.....	.....
Rye	.....	.....	.....	.....	.....
Oats	.....	29,118	30,824	23,945	.....
Barley	.....	2,103	.....	56,544	22,216
Flaxseed	.....	.....	30,040	49,628	8,202

WELLAND CANAL.

The total quantity of freight passed on the Welland canal during the season of 1916 was 2,544,964 tons; of this quantity 229,996 tons was way or local freight.

There were 2,045,343 tons of freight passed eastward, and 499,621 passed westward.

East- and Westbound Through Freight.

The total quantity of through freight passed through the whole length of the Welland canal during the season of 1916 was 2,314,968 tons.

Of this quantity 1,871,034 tons were eastbound and 443,934 westbound freight.

Of the eastbound through freight, Canadian vessels carried 1,441,609 tons and United States vessels carried 429,425 tons; and of the westbound through freight, Canadian vessels carried 241,217 tons and United States vessels carried 202,717 tons, or a total of 1,682,826 tons for Canadian, and 632,142 tons for American vessels.

ST. LAWRENCE CANALS.

The total quantity of freight passed through these canals during 1916 was 3,368,064 tons; of this quantity, 2,669,542 tons passed eastward and 698,522 passed westward.

East- and Westbound Through Freight.

The total quantity of through freight was 2,973,785 tons; of this quantity 2,404,815 tons were eastbound and 568,970 tons were westbound.

Way Freight.

Of the total quantity of (way) or local freight, 264,727 tons were eastbound and 129,552 tons westbound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKE ERIE, MICHIGAN, ETC.

The total quantity of through freight passed eastward from Lake Erie and westward from Montreal through the Welland and St. Lawrence canals, during fifteen years, was as follows:—

Year.	Eastward to Montreal.	Westward from Montreal.
1902	250,475	25,289
1903	390,786	100,699
1904	278,328	71,512
1905	448,704	72,482
1906	554,231	96,791
1907	789,167	1,281
1908	864,926	3,472
1909	925,005	191,510
1910	1,170,139	172,360
1911	1,293,638	233,335
1912	1,559,963	236,979
1913	1,710,219	333,592
1914	2,052,900	360,645
1915	1,813,998	289,215
1916	1,575,404	230,922

THROUGH FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of through freight passed eastward and westward through the Welland canal, from United States ports to United States ports, for a period of fifteen years, was as follows:—

Year.	Eastward.	Westward.	Total.
	Tons.	Tons.	Tons.
1902	224,110	44,919	269,029
1903	221,074	149,151	370,225
1904	165,337	87,144	252,481
1905	190,547	112,549	303,096
1906	237,226	84,205	321,431
1907	218,997	177,660	396,657
1908	209,518	239,136	448,654
1909	196,838	248,581	445,419
1910	197,301	288,198	485,499
1911	175,752	309,603	485,355
1912	180,319	235,437	415,756
1913	204,597	320,736	525,333
1914	170,624	338,455	509,079
1915	156,167	329,449	485,616
1916	55,361	148,046	203,407

The total quantity of freight passed through the Welland canal from United States ports to United States ports shows a decrease of 252,209 tons, as compared with the previous year; and a decrease of 65,622 tons as compared with 1902.

The following statement shows the aggregate number of vessels and the total quantity of freight passed through the Welland canal, and the quantity passed between United States ports during the year 1867 to 1916, inclusive:—

Fiscal Year.	Aggregate Number of Trips.	Total quantity transported on the Welland Canal.	Quantity passed from United States ports to United States ports.
	Number.	Tons.	Tons.
1867	5,405	933,260	458,386
1868	6,157	1,161,821	641,711
1869	6,069	1,231,903	688,700
1870	7,356	1,311,956	747,567
1871	7,729	1,478,122	772,756
Season of Navigation.			
1872	6,063	1,333,104	606,627
1873	6,425	1,506,484	656,208
1874	5,814	1,389,173	748,557
1875	4,242	1,038,050	477,809
1876	4,789	1,099,810	488,815
1877	5,129	1,175,398	493,841
1878	4,429	968,758	373,738
1879	3,960	865,664	284,043
1880	4,104	819,934	179,605
1881	3,332	686,506	194,173
1882	3,334	790,643	282,806
1883	3,267	1,005,156	432,611
1884	3,138	837,811	407,079
1885	2,738	784,928	384,509
1886	3,589	980,135	464,478
1887	2,785	777,918	340,501
1888	2,647	878,800	434,753
1889	2,975	1,085,273	563,584
1890	2,883	1,016,165	233,957
1891	2,594	975,013	553,800
1892	2,615	955,554	541,065
1893	2,843	1,294,823	631,667
1894	2,412	1,008,221	592,267
1895	2,222	869,595	469,779
1896	2,766	1,279,987	653,213
1897	2,725	1,274,292	564,694
1898	2,384	1,140,077	487,539
1899	2,202	789,770	360,529
1900	2,399	719,360	318,529
1901	1,547	620,209	274,019
1902	1,568	665,387	269,029
1903	1,787	1,002,919	370,225
1904	1,433	811,371	252,481
1905	1,595	1,092,050	305,096
1906	1,536	1,201,967	321,431
1907	1,982	1,614,132	396,743
1908	2,351	1,703,453	448,654
1909	2,433	2,025,951	445,419
1910	2,544	2,326,290	487,499
1911	2,480	2,537,629	485,355
1912	2,905	2,851,915	415,756
1913	3,229	3,570,714	525,333
1914	3,692	3,860,969	509,079
1915	2,922	3,061,012	485,616
1916	2,939	2,544,964	203,407

The total quantity of freight passed through the several divisions of the Canadian canal system during the season of 1916 is as follows:—

—	Farm Stock.	Forest Produce of Wood.	Manufacturers.	Products of Mines.	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons..	Tons.
Sault Ste. Marie	522	39,245	373,664	12,596,929	3,803,289	16,813,649
Welland	.....	265,563	184,779	1,401,044	693,578	2,544,964
St. Lawrence	4,459	650,590	211,530	1,840,930	660,555	3,368,064
Chambly	210	242,654	19,679	126,300	10,134	398,977
St. Peter's	330	30	964	3,787	4,518	9,629
Murray	.....	2	9,738	36,880	60	46,680
Ottawa	2,940	139,168	20,168	71,992	3,383	237,651
Rideau	2,583	9,912	10,754	81,658	523	105,430
Trent	298	38,841	2,776	328	2,766	45,009
St. Andrews	.....	2,868	214	10,356	.....	13,438

The total quantity of freight moved on the Welland canal was 2,544,964 tons, of which 693,578 tons were agricultural products.

On the St. Lawrence canals the total quantity of freight moved was 3,368,064 tons, of which 660,555 were agricultural products, and 211,530 tons were manufactures.

On the Ottawa canals the total quantity of freight moved was 237,651 tons; of this quantity, 139,168 tons were the produce of the forest.

The United States canal was open to navigation during the season of—

1889	234 days.	1902	256 days.
1890	228 "	1903	249 "
1891	225 "	1904	223 "
1892	233 "	1905	245 "
1893	219 "	1906	249 "
1894	234 "	1907	233 "
1895	231	1908	231 "
1896	232 "	1909	236 "
1897	234 "	1910	224 "
1898	241 "	1911	237 "
1899	231 "	1912	237 "
1900	238 "	1913	245 "
1901	230 "	1914	242 "
		1915	248 "
		1916	245 "

The Canadian canal was open to navigation during the season of—

1895	87 days.	1905	255 days.
1896	218 "	1906	253 "
1897	238 "	1907	238 "
1898	243 "	1908	235 "
1899	239 "	1909	240 "
1900	238 "	1910	248 "
1901	246 "	1911	236 "
1902	264 "	1912	240 "
1903	256 "	1913	246 "
1904	241 "	1914	239 "
		1915	248 "
		1916	245 "

The average number of vessels passing per day through the two canals for the season 1916 was 104.

COMPARATIVE STATEMENT of the Commerce through the United States St. Mary's Falls canals and the Canadian Sault Ste. Marie canal, for the Seasons of 1915 and 1916.

		Traffic for 1916.		Total Traffic for		Increase.	Decrease.
		United States Canal.	Canadian Canal.	Season of 1916.	Season of 1915.	Amount.	Amount.
Vessels	Passages...	18,716	6,689	25,405	21,284	4,121	
Lockages	Number...	11,413	4,777	16,190	13,808	2,382	
Tonnage, registered	Net tons....	57,038,207	12,793,124	69,831,331	56,403,662	13,427,669	
Tonnage, freight	" ..	75,085,219	16,813,649	91,898,868	71,299,950	20,598,918	
Passengers	Number...	23,307	31,734	55,041	50,425	4,616	
Coal, hard	Net tons...	2,122,509	88,610	2,211,119	2,026,724	184,395	
Coal, soft	" ..	12,970,073	945,037	13,915,110	11,336,134	2,578,976	
Flour	Barrels	6,887,550	3,353,270	10,240,820	8,470,149	1,770,671	
Wheat	Bushels....	139,237,877	86,874,340	226,112,217	255,481,608		29,369,391
Grain, excluding wheat	" ...	47,103,053	46,096,508	93,199,561	64,775,989	28,423,572	
Manufactured and pig iron	Net tons....	179,123	54,162	233,285	291,789		58,504
Salt	Barrels.....	663,053	66,787	729,840	704,146	25,694	
Copper	Net tons....	122,161	3,972	126,133	156,436		30,303
Iron ore	" ..	51,949,988	11,504,773	63,454,761	45,219,959	18,234,802	
Lumber	Ft. B.M...	327,663,000	6,333,600	333,996,600	438,156,000		104,159,400
Silver ore	Net tons....						
Building stone	"						
Unclassified freight	" ...	1,240,824	399,592	1,640,416	1,561,023	79,393	

C.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-six years, ended December 31, 1916.

Years.	Vegetable Food.								Heavy Goods.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other Articles.	Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942	.....	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400	.....	608	234,337	24,040	13,239	49,843	95,741	59,401	224,264
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8,230	229,053	125,627	.....	5,948	.....	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138	.....	1,905	525	403	162,405	.....	5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,976	8,688	8,336	172,868	41,107	239,975
1878	1,316	65,542	60,026	859	277	.....	341	128,361	.....	10,713	3,892	150,583	13,535	178,723
1879	159	53,791	33,401	.....	464	.....	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880	.....	30,611	16,122	1,551	296	.....	.....	48,580	4,743	3,515	371	65,945	18,380	92,954
1881	.....	34,320	30,031	924	.....	.....	10	65,285	1,313	5,570	.....	83,858	6,464	97,205
1882	107	30,227	32,433	537	.....	684	14	64,002	.....	4,076	.....	158,552	14,533	177,161
1883	2,041	54,382	66,128	735	731	.....	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	.....	9,874	.....	8,170	114,422	698	599	.....	210,790	15,100	227,187
1885	124	53,235	63,229	732	882	.....	1	118,203	.....	1,594	.....	198,416	15,029	215,039
1886	7,591	53,258	94,048	.....	4,799	.....	13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050	.....	10,859	157,530	15	4,406	.....	82,780	627	87,828
1888	8,563	39,999	102,974	2	26,510	179	11,598	189,825	63	1,601	56	173,259	2,309	177,288
1889	5,017	39,229	147,045	.....	27,492	.....	17,225	236,208	.....	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030	.....	20,497	275,619	.....	504	208	162,231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823	.....	26,115	253,444	.....	292	705	186,572	1,773	189,342
1892	11,018	26,950	131,222	6,433	36,935	.....	31,992	244,550	.....	576	2	183,895	.....	184,473
1893	6,588	28,187	198,777	16,751	23,870	864	36,352	311,389	.....	344	.....	206,827	.....	207,171
1894	17,795	53,846	105,329	28,095	27,621	.....	60,462	198,358	.....	297	.....	188,521	.....	188,818
1895	10,169	27,881	100,512	7,904	17,020	.....	46,316	209,802	181	246	.....	149,490	.....	149,917
1896	16,224	34,878	175,094	11,128	16,137	490	46,456	300,407	.....	146	.....	207,348	.....	207,494
1897	7,237	28,919	169,057	14,173	14,969	.....	41,887	276,242	965	15	.....	165,143	.....	166,123
1898	4,212	11,268	150,667	6,909	12,732	1,197	22,671	209,656	770	339	4	156,814	.....	157,927
1899	6,118	12,926	81,777	2,424	19,526	923	18,198	141,892	351	1,646	553	88,931	.....	91,481
1900	7,966	18,771	60,545	2,402	39,706	2,149	14,248	145,787	.....	953	.....	46,024	.....	46,977
1901	7,165	23,557	55,531	7,119	26,344	.....	14,016	143,732	83	80	105	46,702	.....	46,970
1902	13,785	32,639	66,111	7,418	10,006	.....	12,675	142,634	.....	214	.....	12,911	.....	13,125

*Apples, meal of all kinds, peas, potatoes.

C.—Table showing the Tonnage of the undermentioned Articles passed through the Welland canal in transit between Ports in the United States during a series of forty-six years, ended December 31, 1916—*Concluded.*

Years.	Vegetable Food								Heavy Goods.					
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	*Other	Total Articles.	Railway Iron.	Other Iron.	Sugar and Salt.	Coal.	Ores.	Tota
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1903	6,082	15,439	108,917	11,433	6,112	4,175	13,568	165,725	459	.....	.....	113,072	.....	113,535
1904	8,556	14,269	60,964	16,621	16,497	.....	13,079	129,986	.....	.....	.....	63,882	.....	63,882
1905	24,054	15,483	93,622	9,197	10,892	.....	9,682	162,930	.....	1	.....	73,464	.....	73,465
1906	15,215	13,410	135,410	9,266	11,323	.....	10,678	195,132	.....	169	.....	33,523	.....	33,692
1907	18,898	21,892	124,474	2,812	4,741	2	22,001	194,820	.....	30	.....	110,347	4,050	114,420
1908	17,694	24,651	99,830	7,418	2,070	2	21,393	172,788	.....	.....	.....	158,351	1,400	159,751
1909	15,452	17,940	100,967	4,224	.....	.....	22,683	161,266	.....	5	.....	131,131	1,531	132,667
1910	11,859	10,717	126,938	3,840	.....	.....	8,751	161,925	.....	.....	.....	201,893	.....	201,893
1911	2,852	4,950	116,705	.....	.....	.....	7,565	132,072	.....	1,863	26,303	223,942	4,483	256,491
1912	9,878	15,911	91,254	2,160	1,400	.....	12,714	133,317	.....	300	11,078	166,419	4,979	182,776
1913	11,967	20,258	114,662	.....	7,407	.....	8,685	162,979	.....	505	18,387	237,230	5,202	261,324
1914	8,580	32,657	85,700	.....	5,210	.....	10,278	142,425	.....	.....	25,258	236,976	6,341	268,575
1915	4,124	22,310	89,269	690	457	.....	5,152	122,022	.....	.....	15,705	235,929	17,972	269,606
1916	.....	7,530	30,838	.....	1,559	.....	.....	39,927	.....	1,003	.....	131,870	16,373	149,246

*Apples, meal of all kinds, pease, potatoes.

A —TABLE showing the total tonnage of the undermentioned articles moved Up December

Year.	Vegetable Food.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons..	Tons.
1869*	45,674	313,825	120,599	20,951	.....	904	1,937
1872	26,651	239,998	254,902	6,035	7,752	64	2,745
1873	20,665	355,847	180,169	8,225	1,194	3	3,777
1874	24,019	413,212	181,151	18,871	5,954	513	8,677
1875	13,964	253,835	103,749	35,751	3,383	917	6,337
1876	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879	10,710	274,570	144,506	4,655	1,239	440	2,444
1880	12,679	242,020	163,738	17,772	477	1,016	1,480
1881	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882	12,261	215,056	54,799	20,126	611	3,226	403
1883	13,471	152,794	182,269	10,436	731	1,642	10,983
1884	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886	19,474	154,169	219,442	1,595	4,911	564	14,657
1887	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888	16,983	160,963	194,886	5,906	26,629	811	13,608
1889	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891	13,517	198,658	185,180	8,113	52,959	64,888	28,042
1892	17,046	232,019	192,548	6,433	37,173	9,392	32,815
1893	15,235	258,392	441,092	18,599	31,283	3,671	36,981
1894	33,628	270,993	169,233	28,353	27,962	567	60,673
1895	44,044	203,088	164,894	8,689	18,236	1,007	46,463
1896	42,425	320,563	320,444	11,368	28,178	9,405	56,591
1897	9,065	324,743	390,615	14,173	25,161	8,483	44,674
1898	5,578	207,647	437,861	12,286	17,502	16,127	23,182
1899	11,625	197,732	204,004	2,907	24,037	923	18,460
1900	10,968	137,800	163,509	4,035	41,055	3,538	14,815
1901	18,978	151,586	67,746	7,119	28,485	2,961	14,024
1902	22,282	225,171	67,647	7,418	11,232	4,079	12,963
1903	25,998	259,031	210,758	14,656	7,911	4,904	13,994
1904	35,049	165,138	116,444	27,171	16,582	.....	13,183
1905	38,512	254,458	180,921	55,432	36,072	1,711	9,883
1906	18,294	326,798	211,805	31,446	49,306	1,784	10,739
1907	22,739	488,565	271,693	13,240	73,369	2,270	22,683
1908	23,209	732,131	127,402	31,172	33,423	6,667	21,668
1909	38,763	590,196	140,902	23,151	75,135	33	30,221
1910	41,152	587,493	229,980	21,575	136,233	.....	18,149
1911	57,061	562,282	273,932	15,029	163,333	112	11,360
1912	45,807	795,989	121,333	25,241	185,546	714	14,626
1913	45,710	1,005,362	144,354	96,889	199,794	6,867	10,640
1914	87,701	1,599,909	112,133	89,622	225,668	10,220	10,318
1915	15,117	955,181	121,086	26,231	169,046	.....	5,999
1916	200	336,204	78,420	58,921	196,353	10,886	.....

*Fiscal. †Apples, meal of all kinds, pease, potatoes.

and Down, through the Welland canal, during a period of forty-six years, ended 31, 1916.

Total.	Railway Iron.	Other Iron.	Sugar and Salt.	Iron & Salt having paid full tolls on St. Lawrence canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	46,806	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	3,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	43,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	.....	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,249
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316
527,426	163	1,567	878	3,666	211,616	355	218,245
805,253	6	2,075	374	8,139	233,096	.....	243,690
591,409	.....	3,072	159	977	203,608	.....	207,816
486,421	185	6,245	54	2,819	158,866	1,140	169,309
788,974	1,192	6,332	82	3,264	223,445	1,158	235,473
816,914	7,206	17,012	227	590	176,226	.....	201,261
720,183	1,444	11,722	799	734	162,336	13,433	190,468
459,688	567	6,361	1,282	1,318	97,732	26,125	133,385
375,720	.....	8,190	533	4,800	47,392	58,400	119,315
290,909	83	6,094	327	8,773	49,480	99,487	164,244
350,792	64	7,488	.....	15,201	64,014	22,480	109,247
537,252	488	5,407	2,554	45,846	147,884	18,323	220,502
373,568	11,381	9,957	1,093	4,164	113,525	39,683	179,803
576,989	2,651	10,912	226	4,221	172,642	22,381	213,033
650,172	3,747	8,493	100	16,204	147,587	5,862	181,993
894,659	961	4,923	246	18,761	267,212	25,040	317,143
975,672	.....	35,726	429	.....	316,921	18,004	371,080
898,401	.....	87,025	.....	.....	377,681	33,301	498,007
1,034,582	.....	57,581	.....	.....	577,491	34,211	669,383
1,083,109	.....	126,956	35,888	.....	619,682	37,480	820,006
1,189,256	.....	139,991	21,630	.....	709,696	82,376	953,693
1,509,616	.....	96,245	28,396	.....	945,790	78,776	1,139,207
2,135,571	.....	34,037	35,060	.....	949,306	14,151	1,032,554
1,292,660	.....	46,039	30,250	.....	935,824	49,339	1,061,452
680,984	.....	10,882	10,113	.....	1,190,142	210,902	1,401,044

B.—Table showing the Total Way and Through Tonnage of the undermentioned articles cleared downward on the Welland canal during a series of forty-six years, ended December 31, 1916.

VEGETABLE FOOD.

Years.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles. †	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872	26,648	231,056	254,534	693	7,594	64	2,300	524,889
1873	30,660	345,720	180,042	643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,591	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	488,931
1878	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879	10,588	271,545	114,276	803	1,196	.....	2,387	430,795
1880	12,467	240,601	162,891	.....	477	.....	1,417	417,853
1881	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886	19,418	146,151	218,897	.....	4,891	.....	14,581	403,928
1887	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058
1892	17,046	229,569	192,548	6,433	37,173	9,392	32,548	524,709
1893	15,232	257,203	441,092	18,461	31,283	3,671	36,981	803,923
1894	33,628	270,514	169,233	28,353	27,962	.....	60,587	590,277
1895	43,895	202,636	164,894	8,689	18,236	.....	46,435	484,785
1896	42,159	319,388	320,444	11,368	28,178	8,970	54,031	784,538
1897	9,025	322,993	390,615	14,173	25,127	8,483	44,651	815,067
1898	5,578	206,313	437,849	12,286	17,491	16,127	23,170	718,814
1899	11,625	197,732	204,004	2,424	23,541	923	18,440	458,689
1900	10,968	137,800	163,509	3,449	40,256	3,538	14,802	374,322
1901	18,937	151,325	67,757	7,119	28,281	2,961	14,021	290,400
1902	22,282	223,499	67,647	7,418	11,223	4,079	12,912	349,060
1903	25,997	257,370	210,758	14,656	7,911	4,904	13,982	535,578
1904	35,046	164,515	116,444	27,171	16,582	.....	13,157	372,915
1905	38,512	247,599	180,921	55,432	36,072	1,711	9,882	570,129
1906	18,227	326,789	111,243	31,446	49,306	1,411	10,739	549,161
1907	22,689	488,565	271,693	13,240	73,369	2,270	22,683	894,509
1908	23,187	730,751	127,402	31,172	33,423	6,667	21,668	974,270
1909	38,763	590,074	140,902	23,151	75,135	33	30,206	898,264
1910	41,152	587,493	229,980	21,575	136,233	.....	18,149	1,034,582
1911	57,061	562,282	273,932	14,622	163,333	112	11,360	1,082,702
1912	45,807	795,989	121,333	25,241	185,546	714	14,626	1,189,256
1913	45,710	1,005,362	144,354	96,889	199,794	6,867	10,640	1,509,616
1914	87,701	1,599,909	112,333	89,622	225,668	10,220	10,318	2,135,571
1915	15,087	946,004	121,086	26,231	168,876	.....	5,999	1,283,283
1916	200	336,204	78,420	58,921	196,353	10,886	.....	680,984

*Fiscal. †Apples, meal all kinds, potatoes.

VEGETABLE FOOD.

D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States vessels entering the canal at Port Colborne, during the Season of Navigation in 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915 and 1916.

Articles.	Canadian Vessels.				United States Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	252	182,373	91	48,692	319	286,656	64	29,120	726	546,841
1905.										
		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		188,706		18,575		28,757		2,512		238,550
Corn		6,385		6,636		163,374		4,526		180,921
Barley		6,870		1,451		47,111				55,432
Oats		8,225		2,570		21,535		3,742		36,072
Peas						76				76
Rye						1,171				1,711
Coal		18,756		35,324		28,330		8,678		91,088
Iron ore		14,358		8,023						22,381
Merchandise		29,375		7,485		74,975		3,126		114,961
Shingles, woodenware, etc				2,748,941		2,325				2,325
Sawed lumber Ft. B.M.		2,867,147				38,290,831		12,479,689		54,589,200
Square timber Cub. ft.		355,000		951,524						538,000
Firewood Cords				183,000		900				900
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No	Tonnage.
	328	238,690	121	65,355	305	310,622	43	15,758	797	631,425
1906.										
		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		250,493		34,355		35,578				320,436
Corn		8,177				202,250		1,378		49,306
Barley		8,546		5,046		17,854				31,446
Oats		21,900		16,083		11,323				49,306
Peas						11				11
Rye				5		1,406				1,411
Coal		30,455		47,242		24,190		9,356		111,243
Iron ore		5,862								5,862
Merchandise		35,383		7,009		110,263		50		152,705
Shingles, woodenware, etc				37		851				904
Sawed lumber Ft. B.M.		3,471,514		235,624		25,711,196		10,789,755		40,188,089
Square timber Cub. ft.		375,000		200,000						575,000
Firewood Cords.		110		18		1,093				1,221
Staves No.						300,000				300,000
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	375	290,509	148	81,070	408	397,616	76	36,921	1007	816,116
1907.										
		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		294,298		50,808		130,818		4,429		480,303
Corn		6,713		514		259,895		4,571		271,693
Barley		8,726		468		4,046				13,240
Oats		49,689		16,647		7,033				73,369
Peas						25				25
Rye						2,270				2,270
Coal		31,506		57,373		50,183		14,493		143,555
Iron ore		12,040		8,950						20,990
Merchandise		21,545		9,436		5,231		6,235		42,447
Shingles, woodenware, etc						2,222				2,222
Sawed lumber Ft. B.M.						14,395,124		11,201,446		25,596,570
Square timber Cub. ft.		558,090		323,000						881,090
Firewood Cords						660				660

D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States vessels, etc.—*Continued.*

Articles.	Canadian Vessels.				American Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	567	432,623	149	64,034	428	319,030	36	19,866	1180	835,553
1908.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		505,151		39,001		183,011		3,498		730,751
Corn		2,405				124,997				127,402
Barley		19,775		1,133		10,264				31,172
Oats		30,091		643		2,689				33,423
Peas						40				40
Rye		742				5,925				6,667
Coal		33,733		42,656		57,448		8,334		148,181
Merchandise		26,815		14,783		14,410		13,686		69,694
Firewood.....Cords.				70		1,173				1,243
Sawed lumber.....Ft. b.m.						17,572,070		6,578,545		24,150,615
Square timber.....Cub. ft.		221,300		313,000						534,300
	No.	Tonnage.	No.	Tonnage.	No	Tonnage.	No.	Tonnage.	No.	Tonnage.
	555	486,406	136	71,034	323	324,576	26	17,317	1040	899,333
1909.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		415,208		34,903		133,172				583,283
Corn		6,694				134,208				140,902
Barley		17,943		360		4,848				23,151
Oats		70,392		4,743						75,135
Peas						63				63
Rye		33								33
Coal		160,475		53,681		21,097		630		235,883
Merchandise		52,994		14,732		12,232		16,498		96,506
Sawed lumber						31,643		10,214		41,857
Square timber		3,450		7,840		125		1,475		12,890
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	596	599,416	142	88,963	249	285,704	14	13,563	1001	987,646
1910.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		481,624		22,200		77,040				580,864
Corn		15,759				214,221				229,980
Barley		17,159		576		3,840				21,575
Oats		135,743				490				136,233
Peas						123				123
Rye										
Coal		216,679		114,671		29,646		894		361,990
Merchandise		39,149		15,231		21,818		20,466		96,664
Sawed lumber		3,630		800		16,932				21,362
Square timber		1,930		5,000		800				7,730
Shingles						525				525
Unenumerated		74,434		1,772		24,031				100,237
Total		986,207		160,250		389,466		21,360		1,557,283

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D.—STATEMENT showing the quantity of Through Freight passed down the Welland canal in Canadian and United States vessels, etc.—*Continued.*

Articles.	Canadian Vessels.				American Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No	Tonnage.
	640	670,037	122	83,755	270	304,171	48	42,830	1080	1,100,793
1911.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		483,984		24,826		49,330				558,140
Corn		29,978		11,368		232,586				273,932
Barley		14,382		240						14,622
Oats		162,455		878						163,333
Peas										
Rye		112								112
Coal		230,809		79,311		40,109		22,489		372,718
Merchandise		45,838		19,325		45,881		34,449		145,493
Sawed lumber		300				25,361		9,020		34,681
Square timber		3,260		4,500		2,277				10,037
Shingles						60				60
Unenumerated		95,017				14,386				109,403
Total		1,066,135		140,448		409,990		65,958		1,682,513
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	774	790,044	152	95,202	450	427,226	52	33,102	1428	1,345,574
1912.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		603,854		78,794		111,284				793,932
Corn		536		2,181		118,616				121,333
Barley		22,022		353		2,866				25,241
Oats		170,446		3,269		11,831				185,546
Peas						150				150
Rye						714				714
Coal		331,536		44,212		514,653		3,800		534,201
Merchandise		48,659		17,602		47,836		32,340		146,437
Sawed lumber						22,689		15,361		38,050
Square timber		9,000		8,660		1,409				19,069
Shingles						250				250
Unenumerated		73,387		1,186		69,367				143,940
Total		1,259,440		156,257		541,665		51,501		2,088,863
	No.	Tonnage.	No	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage
	1043	1,081,973	148	104,194	375	386,284	28	18,908	1594	1,590,459
1913.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		761,418		87,153		154,768				1,003,339
Corn		1,549				142,805				144,354
Barley		82,241		2,448		12,200				96,889
Oats		188,442		1,937		9,415				199,794
Peas										
Rye		3,136				3,731				6,867
Coal		498,269		59,145		107,946		1,735		667,095
Merchandise		59,375		18,701		28,825		21,008		127,909
Sawed timber		1,500				19,200		3,736		24,436
Square timber		4,636		4,004		1,040				9,680
Shingles										
Unenumerated		183,957		9,059		76,613		3,550		273,179
Total		1,784,523		182,447		556,543		30,029		2,553,531

D.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal in Canadian and United States vessels, etc.—*Concluded.*

Articles.	Canadian Vessels.				United States Vessels.				Total.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage
	1301	1,345,319	154	93,099	357	353,547	25¾	7,279	1837	1,799,244
1914.		Tons.		Tons.		Tons		Tons.		Tons.
Wheat		1,268,410		101,833		189,666				1,559,909
Corn		4,973		1,422		105,738				112,133
Barley		80,488		4,423		4,711				89,622
Oats		210,795		3,699		10,982				225,476
Peas										
Rye		1,114				9,106				10,220
Coal		531,240		32,288		132,215		901		696,544
Merchandise		61,135		16,751		14,987				92,873
Sawed timber		450				17,285		1,670		19,405
Square timber		4,846				1,397				6,243
Shingles		175								175
Unenumerated		102,804				20,936		400		124,140
Total		2,266,430		160,416		507,023		2,871		2,936,740
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	856	885,441	161	105,309	285	310,071	7¾	2,133	1309	1,302,954
1915.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		679,534		105,391		161,079				946,004
Corn		14,742		1,089		105,255				121,086
Barley		23,878		1,663		690				26,231
Oats		163,125		2,830		2,921				168,876
Peas						840				840
Rye										
Coal		465,649		51,975		160,162		1,490		679,276
Merchandise		97,085		18,105		37,862				153,052
Sawed lumber		2,543				17,565				20,108
Square timber		4,650				1,381				6,031
Shingles										
Unenumerated		22,972		1,159		8,499		1,170		33,800
Total		1,474,178		182,212		496,254		2,660		2,155,304
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	767	721,126	185	138,276	275	233,422	11	4,164	1238	1,096,988
1916.		Tons.		Tons.		Tons.		Tons.		Tons.
Wheat		136,791		161,673		37,740				336,204
Corn		10,698				67,722				78,420
Barley		57,932				989				58,921
Oats		190,522		2,386		3,445				196,353
Peas										
Rye						10,886				10,886
Coal		707,636		73,132		252,653		7,181		1,040,602
Merchandise		67,153		11,410		2,505				81,098
Sawed lumber						18,136				18,136
Square timber										
Shingles										
Unenumerated		22,246				28,168				50,414
Total		1,192,978		248,631		422,244		7,181		1,871,034

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WELLAND CANAL THROUGH FREIGHT—RECAPITULATION.

WELLAND CANAL—WESTBOUND FREIGHT.

The total quantity of Through Freight passed up the Welland canal in Canadian and United States vessels during the Season of Navigation in 1916 is as follows:—

Summary.	Tons.	Tons.
In Canadian steam vessels	240,717	
" sail vessels	500	
Total quantity in Canadian vessels		241,217
In United States steam vessels	202,717	
" sail vessels		
Total in United States vessels		202,717
Grand total freight passed up the Welland canal in Canadian and United States vessels		443,934

STATEMENT of the Quantity of Through Freight passing up and down the Welland canal during the Season of Navigation in 1916.

Summary.	Tons.	Tons.
In Canadian steam vessels up	240,717	
" " down	1,192,978	
Total Canadian steam vessels		1,433,695
In Canadian sail vessels up	500	
" " down	248,631	
Total in Canadian sail vessels		249,131
Total quantity in Canadian vessels		1,682,826
In United States steam vessels up	202,717	
" " down	422,244	
Total in United States steam vessels		624,961
In United States sail vessels up		
" " down	7,181	
Total in United States sail vessels		7,181
Total quantity in United States vessels		632,142
Total in Canadian and United States Steam vessels		2,314,968
	Down or Eastbound.	Up or Westbound.
In Canadian vessels	1,441,609	241,217
In United States vessels	429,425	202,717
Total	1,871,034	443,934

F.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence canals, to Montreal, during the Seasons of Navigation 1904 to 1916.

Articles.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Class 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Cement and water lime	35	.....	.....	.....	.....	5,652	484	.....	.....	270	.....	.....	.....
Clay, lime and sand	.....	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron, railway	8,170	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	.....	.....	.....	.....	.....	.....	.....	1,901	.....	93	430	2,575	.....
" all other	1,651	384	269	124	553	12,689	7,154	34,540	28,996	5,402	150	9,880	.....
Steel	16	48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stone, for cutting	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Apples	1	.....	.....	9,936	.....	.....	.....	.....	.....	.....	.....	.....	.....
Barley	9,697	43,607	21,196	105,984	24,318	19,143	20,000	14,853	20,572	60,854	56,784	25,108	56,455
Corn	55,021	84,204	55,559	.....	10,454	17,137	77,612	134,239	7,345	9,344	6,031	18,643	27,517
Flaxseed	212	15,694	80,570	49,159	27,500	19,634	6,607	11,696	15,413	117,548	4,285	10,317	12,594
Flour	24,662	14,574	9,174	3,730	5,028	21,905	27,081	44,588	38,026	34,152	60,723	10,295	200
Meal, all kinds	57	270	60	.....	156	.....	10,323	3,967	.....	.....	.....	.....	.....
Oats	.....	21,404	37,164	66,941	28,081	65,624	129,900	147,180	164,581	72,733	97,361	151,075	170,694
Oil cake	7,846	9,229	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peas	.....	.....	.....	.....	.....	30	.....	20	10	.....	.....	.....	.....
Rye	.....	1,711	1,405	2,266	6,662	120	.....	.....	714	4,567	9,385	.....	9,780
Salt	615	168	75	143	419	.....	.....	.....	931	686	100	142	.....
Seed, all kinds	.....	.....	.....	20	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hay, pressed	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tobacco, raw	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wheat	133,528	190,505	289,611	450,446	686,626	550,775	562,149	541,174	768,633	763,851	1,184,645	925,201	330,267
All other agricultural products, vegetables	.....	.....	.....	.....	.....	5,876	.....	.....	.....	.....	308	1,500	.....
Hides, skins, horns and hoofs	10	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horses	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard and lard oil	.....	2,847	4,810	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Meats, all kinds	.....	.....	.....	.....	.....	.....	.....	.....	41	.....	.....	.....	.....
Pork	.....	.....	.....	.....	524	.....	.....	.....	.....	.....	.....	.....	.....
Tallow	.....	53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
All other agricultural products, animal	1	.....	.....	.....	.....	366	.....	.....	.....	.....	.....	.....	.....
Total, class 3	241,522	384,727	499,895	668,749	790,321	718,951	841,310	934,158	1,045,262	1,069,500	1,420,202	1,154,736	607,507

Class 4.													
Agricultural implements	17												
Ashes	16												
Bricks					1,548								
Crockery		93											
Furniture	6		6				2			36			
Glass, all kinds	3	21	11	4									
Molasses		820											
Nails		64			3								
Oil	12,848	20,700	19,995	22,111	30,002	31,149	26,932	45,930	52,871	67,576	48,401	59,012	53,889
Paint													
Pitch and tar		53		101									
Rags													
Resin													
Soda ash		72	72	15									
Sugar		2,019				173	345	1,177	3,475	898	2,812	2,728	
Tin	87	53											
Tobacco		204											
White lead													
Whisky, beer and other spirits	766	635	614	1,244	1,056	525	959	581	1,739	1,298	447	71	
Merchandise not enumerated	713	851	466	2,294	2,126	10,418	9,224	11,254	13,601	4,270	719	3,210	1,900
Total, class 4	14,456	25,572	21,164	25,749	34,730	42,265	37,462	58,942	71,686	74,078	52,379	65,021	55,789
Class 5.													
Barrels, empty													
Hoops													
Sawed lumber		3,957	100					300			175	775	
Staves, pipe and barrel	394		2,400										
Staves, West India and pipe													
Timber, sq., in vessels	1,544	1,260	1,500	4,180									
Timber, sq., in rafts						900	1,800	1,360	5,560	3,444	12,907	4,650	
Woodenware													
Total, class 5	1,938	5,217	4,000	4,180		900	1,800	1,660	5,560	3,444	13,082	5,425	
Special Class.													
Coal		29,351	29,172	70,489	42,075	175,115	289,567	298,873	424,988	563,197	567,237	579,474	912,508
Iron ore	17,362	3,837				1,824			12,467			9,342	
Stones, all kinds					1,272								
Total, special class	17,362	33,188	29,172	70,489	43,367	176,939	289,567	298,873	437,455	563,197	567,237	588,816	912,508
Grand total	275,278	448,704	554,231	789,167	869,398	939,055	1,170,633	1,293,633	1,559,963	1,710,219	2,052,900	1,813,998	1,575,404

G.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland canals to Lake Erie, during the Seasons of Navigation in 1904, 1905, 1906, 1907, 1909, 1910, 1911, 1912, 1913, 1914, 1915 and 1916.

Articles.	1904.	1905.	1906.	1907.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Class 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bricks	115	132	.....	556	.....	.....	.....	.....	.....	.....	.....	.....
Brimstone	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cement and water lime	39	181	88	13	400	17,565	8,625	40,074	36,890	18,000	10,168	6,265
Clay, lime and sand	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....
Cotton, raw	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fish	4	.....	.....	39	.....	.....	.....	.....	.....	.....	.....	.....
Gypsum	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron, railway	283	126	7,289	4,119	.....	.....	.....	.....	.....	.....	.....	.....
" pig	.....	312	680	7,655	7,231	2,060	2,300	2,598	675	7,268	734	585
" all other	3,782	3,633	8,235	6,987	.....	540	.....	.....	.....	.....	.....	.....
Salt	99	150	17	.....	.....	.....	.....	.....	.....	.....	.....	.....
Steel	58	192	111	2,561	35,153	.....	22,352	66,544	49,692	10,602	9,080	1,745
Stone for cutting	41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flour	.....	18	.....	.....	.....	.....	.....	.....	.....	.....	30	.....
Hay	.....	.....	.....	30	255	.....	.....	.....	.....	.....	.....	.....
Meals	25	.....	.....	.....	.....	1,113	.....	.....	.....	.....	.....	.....
Oats	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Potatoes	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seeds, all kinds	164	35	17	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tobacco, raw	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Agricultural products, not enumerated, vegetable	.....	127	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hides and skins	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horses	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard and lard oil	.....	28	20	1	.....	.....	.....	.....	.....	.....	.....	.....
Meats, other than pork	25	.....	.....	15	.....	.....	.....	.....	.....	.....	.....	.....
Pork	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wool	.....	.....	.....	.....	.....	.....	150	150	25	164	.....	.....
All other articles not enumerated	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total, class 3	4,647	4,934	16,457	22,076	43,039	21,278	34,427	109,366	87,282	36,034	20,012	8,595

Class 4.												
Agricultural implements			5									
Ashes, pot and pearl												
Crockery and earthenware	291	155	294	456								
Dye woods, etc	2			2								
Furniture	5	2	1	35		90					20	
Glass, all kinds	1,671	1,641	2,519	3,634								
Manilla	24	93	37	15								
Marble			35									
Molasses		1		50								
Nails	1,009	3,061	4,011	3,331								
Oil, in barrels	1,418	120	148	155	1	80	667	15	100			220
Paint	202	367	412	295								
Pitch and tar	198	5	239									
Rags		15		50								
Resin				25								
Soda ash	387	28	310	37								
Stone, wrought		1		5								
Sugar	52	1,168	1,153	6,046	40	3,024		1,275	510	7,819	9,640	10,113
Tin	362	928	1,365	1,173								
Turpentine				1								
White lead	82	80	304	283								
Whiting	33	158	93	18								
Whisky, beer, etc	432	384	483	1,040	220	1,187	163	867	1,492	4,390	774	579
Merchandise not enumerated	6,200	15,360	11,707	16,498	21,359	15,129	12,090	12,353	17,878	49,969	50,063	16,550
Total, class 4	13,379	23,566	23,116	33,049	21,620	19,510	12,920	14,509	19,980	62,178	60,497	27,462
Class 5.												
Barrels, empty			54,906									
Firewood, in vessels	40,435	43,982	2,307	2,337								
Pulpwood				101,989	122,867	121,572	182,682	113,104	225,928	262,433	207,451	194,865
Lumber, sawn, in vessels					3,984		3,306		402			
Railway ties in vessels											1,135	
Woodenware			5									
Total, class 5	40,435	43,982	57,218	104,326	126,851	121,572	185,988	113,104	226,330	262,433	208,586	194,865
Special Class.												
Coal	10,200											
Iron ore	2,861										120	
Total, special class	13,961										120	
Grand total	71,512	72,482	96,791	159,451	191,510	172,360	233,335	236,729	333,592	360,645	289,215	230,922

H.—STATEMENT showing the Quantity of Freight passed Eastward and Westward through the Welland canal from United States Ports to United States Ports, during the Seasons of Navigation from 1904 to 1916, inclusive.

Articles.	1904.	1905.	1906.	1907.	1908.	1909.	1019.	1911.	1912.	1913.	1914.	1915.	1916.
Class 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bricks													
Cement and water lime							2,000			11,600			
Fish				20				91					
Iron, railway													
"		1	27	30				1,86	300	505			55
Salt										238			
Steel			2	509	9,086								
Stone for cutting													
Apples													
Barley	16,621	9,197	9,266	2,812	7,148	4,224	3,840		2,160			690	
Corn	60,964	93,622	135,240	124,474	99,830	100,967	126,938	116,705	91,254	114,662	85,700	89,268	30,838
Flour	8,556	24,054	15,215	18,898	17,694		11,859	2,852	9,878	11,967	8,580	4,124	
Hay, pressed		200											
Meal, all kinds	13,076	9,606	10,668	21,976	21,353		9,621	7,565	12,569	8,685	10,278	5,152	
Marble		87											
Nails		1											
Oil cake	16,497	228		114									
Oats	3	10,892	11,323	4,741	2,070				1,400	7,407	5,219	457	1,559
Peas		76	11	25	40	63	123		150				
Potaotes													
Rye				2	2								
Flax seed			756			15,452							
Seeds, all kinds		43	3	17									
Tobacco													7,530
Wheat	14,269	15,483	13,410	21,802	24,651	17,940	10,707	4,950	15,911	20,258	32,657	22,310	
Agricultural products, vegetable			1	7		22,620		19	37			6	
Hides and skins, etc					21	315	233						
Horses													
Lard and lard oil, etc			22	86									
Meats, other than pork													
Pork	379	273	268	429									
Sheep					190								
Tallow													
Wool	134	21	89	30		157	233	9					
Total, class 3	130,301	163,301	196,301	196,061	182,085	161,738	164,654	134,054	133,659	184,782	142,425	122,008	39,982

Class 4.													
Agricultural implem'ts	396	552	494	.....	2	254	.....	.....	.....	.....	.....	.....	.....
Crockery and earthenware	.....	.....	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....
Furniture	.....	.....	1	.....	.....	.....	.....	2	.....	.....	.....	.....	.....
Marble	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Molasses	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nails	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oil, in barrel	1	.....	.....	8	15	.....	8	45	2	1,119	83	16	.....
Paint	17	42	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....
Rags	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Soda ash	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stone, wrought	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sugar	53	53	840	26,075	.....	1,196	.....	26,303	11,078	18,419	24,858	15,705	.....
White lead	.....	7	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....
Whiting	.....	.....	.....	21	.....	.....	.....	.....	.....	.....	.....	.....	.....
Whisky, beer and all other spirits	.....	.....	.....	30	.....	.....	122	230	137	109	236	279	7,548
Merchandise	1,554	2,008	2,324	41,621	1,839	5,866	67,860	64,059	67,481	70,255	79,649	66,563	.....
Total, class 4	2,021	2,666	3,660	67,768	1,857	7,316	67,890	90,939	78,698	89,632	104,826	82,563	7,548
Class 5.													
Empty barrels	.....	3	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Firewood, in vessels	717	2,700	3,629	1,980	3,509	.....	1,531	2,046	2,394	.....	.....	.....	.....
Lumber, sawn, in vessels	30,194	15,726	27,701	14,314	21,571	24,327	11,738	30,191	26,614	14,937	16,424	17,589	13,629
Masts and spars, in vessels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hop poles	154	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Railway ties, in vessels	652	2,248	.....	2,151	478	.....	.....	.....	.....	.....	.....	.....	.....
Shingles	.....	62	53	70	.....	.....	.....	.....	.....	.....	.....	.....	.....
Split posts	.....	12	.....	.....	.....	.....	25	.....	.....	.....	.....	.....	.....
Staves, salt barrels	.....	.....	1,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Timber, square, in vessels	.....	.....	.....	.....	.....	125	.....	.....	723	.....	437	1,381	.....
Woodenware, etc	.....	.....	.....	.....	.....	2,932	1,583	.....	2,270	3,550	1,650	2,310	.....
Total, class 5	31,717	20,751	32,865	18,516	25,558	27,384	14,877	32,237	32,001	18,487	18,511	21,280	13,629
Special Class.													
Coal	1,100	3,346	4,400	100,347	.....	400	201,893	223,942	166,419	237,230	236,976	235,929	131,870
Stone, suitable not for cutting	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,864	9,375
Kryolite	.....	.....	.....	2,734	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron ore	.....	.....	.....	1,316	.....	.....	1,552	4,483	4,979	5,202	6,341	17,972	1,003
Total, special class	1,100	3,346	4,400	114,397	.....	400	203,445	228,425	171,398	242,432	243,317	259,765	142,248
Grand total	165,337	190,547	237,226	396,743	209,518	193,838	450,776	485,355	415,756	525,333	509,079	485,616	193,407

L.—STATEMENT of the quantity of Grain Transhipped to the following Ports for the season of 1916.

Ports.	Wheat.	Oats.	Barley.	Corn.	Other grain.	Total.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Tons.
Kingston	1,172,536	53,195	150,584	128,500	.....	.....	47,933
Prescott	.....	.....	.....	.....	.....	.....	.....
Ogdensburg	.....	.....	.....	.....	.....	.....	3,598
Total bushels	1,172,536	53,195	150,584	128,500	.....	1,504,815	.....
Total tons	35,176	9,143	3,614	3,598	.....	.....	51,531

M.—The quantity of Coal passed through the Welland canal during a series of years from 1885 to 1916 inclusive, is as follows:—

Years.	From Canadian Ports to Canadian Ports.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total.
	Up.	Down.	Up.	Down.	Up.	Down.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1885	.....	.....	193,442	4,974	10,321	31,350	240,087
1886	.....	.....	184,564	5,400	22,187	49,724	261,875
1887	.....	.....	81,617	1,163	26,775	25,968	135,523
1888	.....	.....	172,381	878	17,365	27,183	217,807
1889	.....	.....	226,352	1,124	12,036	25,931	265,443
1890	80	.....	116,616	615	17,280	22,781	202,372
1891	.....	.....	185,190	1,382	17,374	20,698	224,644
1892	.....	.....	183,244	651	12,391	15,330	211,616
1893	.....	.....	204,704	2,123	8,325	17,944	233,096
1894	.....	.....	187,794	727	1,269	13,947	203,737
1895	4	.....	148,887	603	1,565	7,807	158,866
1896	20	210	206,093	1,255	4,127	11,740	223,443
1897	.....	4	165,143	.....	1,277	9,799	176,225
1898	.....	.....	156,055	759	986	4,536	162,336
1899	.....	.....	86,638	2,293	525	8,276	97,732
1900	8	.....	45,032	992	.....	1,360	47,392
1901	.....	.....	46,345	357	456	2,322	49,480
1902	.....	.....	12,410	501	65	51,037	64,013
1903	3	.....	113,076	.....	4,796	30,009	147,884
1904	2,919	.....	62,782	1,100	3,711	32,813	103,325
1905	.....	.....	70,118	3,346	11,436	37,742	172,642
1906	60	.....	29,123	4,400	7,161	106,843	147,587
1907	2,857	.....	110,347	.....	10,453	143,555	267,212
1908	4,401	.....	158,351	.....	5,988	148,181	316,921
1909	.....	.....	130,731	400	11,067	235,483	377,681
1910	2,045	.....	197,482	4,411	15,974	357,579	577,491
1911	731	.....	221,752	2,160	24,451	370,558	619,682
1912	.....	.....	163,461	2,958	12,034	531,243	709,696
1913	.....	.....	235,730	1,500	42,965	665,595	945,790
1914	.....	.....	236,976	.....	13,107	699,223	949,306
1915	.....	71	235,929	.....	4,015	695,809	935,824
1916	750	28	130,670	1,200	1,350	1,056,144	1,190,142

N.—STATEMENT showing the quantity of Coal passed through the whole length of the St. Lawrence canals during the season of 1885 to 1916 inclusive.

Years.	Quantity passed up.	Quantity passed down to Montreal.	Total Quantity passed up and down.
	Tons.	Tons.	Tons.
1885	5,035	122,829	127,864
1886	3,301	118,802	122,103
1887	7,579	121,618	129,197
1888	8,341	123,050	131,391
1889	5,360	124,290	129,650
1890	6,538	135,168	141,706
1891	7,951	141,701	149,652
1892	7,543	157,134	164,677
1893	2,285	147,139	149,424
1894	16,213	169,552	185,765
1895	.....	165,151	165,151
1896	689	161,551	162,240
1897	40	164,963	165,003
1898	400	175,609	176,009
1899	448	201,546	201,994
1900	10	280,169	280,179
1901	2,765	298,245	301,010
1902	9,231	95,702	104,933
1903	30	290,548	290,578
1904	9,670	320,973	330,643
1905	8,518	345,589	354,107
1906	6,989	313,080	320,069
1907	1,281	406,978	408,259
1908	23,939	448,140	472,079
1909	13,543	469,695	483,238
1910	7,351	746,926	754,277
1911	6,230	756,474	762,704
1912	9,300	903,237	912,537
1913	3,500	1,225,288	1,228,788
1914	7,750	1,038,127	1,045,877
1915	7,644	1,025,821	1,033,485
1916	8,447	1,679,857	1,688,300

O.—STATEMENT showing the quantity of Through Freight passed down the Welland canal, etc.

RECAPITULATION.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1905.	Tons.	Tons	Tons.
Barley	43,607	2,628	9,197
Corn	84,204	3,095	93,622
Oats	21,404	3,776	10,892
Peas	.....	.....	76
Rye	1,711	.....	.....
Wheat	190,505	32,562	15,483
Total, grain	*341,431	42,061	129,270
Other articles	107,273	123,225	104,747
Total	448,704	165,286	234,017
1906.			
Barley	21,196	984	9,266
Corn	55,559	15,688	140,558
Oats	37,164	819	11,323
Peas	.....	11	.....
Rye	1,405	6	.....
Wheat	***289,611	15,843	14,972
Total grain	404,935	33,351	176,119
Other articles	118,224	176,277	59,884
Total	523,159	209,628	236,003
1907.			
Barley	9,936	492	2,812
Corn	106,299	31,901	133,493
Oats	67,063	1,565	4,741
Peas	.....	.....	25
Rye	2,266	2	2
Wheat	450,009	8,072	22,222
Total grain	635,573	42,032	163,295
Other articles	153,594	126,423	93,127
Total	789,167	168,455	256,422
1908.			
Barley	24,318	3,546	3,308
Corn	10,454	11,489	105,459
Oats	28,081	3,272	2,070
Peas	.....	.....	40
Rye	6,662	3	2
Wheat	†686,626	19,832	24,293
Total grain	756,141	38,141	135,172
Other articles	108,785	162,378	91,875
Total	864,926	200,520	227,047

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, etc.—*Continued.*

RECAPITULATION—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
	Tons.	Tons.	Tons.
1909.			
Barley	19,143		4,008
Corn	17,137	22,798	100,967
Oats	65,624	2,872	6,639
Peas	30		33
Rye	33		
Wheat	550,775	14,568	17,940
Total grain	652,742	40,238	129,587
Other articles	272,263	113,970	126,223
Total	925,005	154,208	255,810
1910.			
Barley	20,000		1,575
Corn	77,612	49,326	103,042
Oats	129,900	6,333	
Peas			128
Rye			
Wheat	562,149	7,998	10,717
Total grain	789,661	66,657	115,457
Other articles	380,500	152,325	55,638
Total	1,170,161	215,982	171,140
1911.			
Barley	14,331	291	
Corn	134,239	22,988	116,705
Oats	147,180	16,153	
Peas			
Rye		112	
Wheat	541,174	12,016	4,950
Total grain	836,924	51,560	121,655
Other articles	500,881	115,721	55,790
Total	1,337,805	167,281	177,445
1912.			
Barley	20,572	218	4,451
Corn	7,345	1,372	112,616
Oats	164,581	20,965	
Peas	10	12	128
Rye	714		
Wheat	768,633	25,299	
Total grain	961,855	47,866	117,195
Other articles	598,108	214,395	69,444
Total	1,559,963	262,261	186,639

O.—STATEMENT showing the Quantity of Through Freight passed down the Welland canal, etc.—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on Lake Ontario.
1913.	Tons.	Tons.	Tons.
Barley	91,856	5,033	.....
Corn	9,344	20,348	114,662
Oats	173,827	17,560	7,407
Peas	.....	.....	.....
Rye	4,567	2,300	.....
Wheat	985,774	17,565	.....
Total grain	1,265,368	63,806	122,069
Other articles	916,254	135,742	50,303
Total	2,181,622	199,548	172,372
1914.			
Barley	89,622	.....	.....
Corn	6,031	85,700	20,402
Oats	204,166	5,210	16,292
Peas	.....	.....	.....
Rye	9,385	.....	835
Wheat	1,527,252	.....	32,657
Total grain	1,836,456	90,910	70,186
Other articles	855,855	46,652	36,681
Total	2,692,311	137,562	106,867
1915.			
Barley	25,108	433	690
Corn	18,643	13,174	89,269
Oats	151,075	17,344	457
Peas	.....	840	.....
Rye	.....	.....	.....
Wheat	925,201	1,409	19,394
Total grain	1,120,027	33,200	109,810
Other articles	778,273	74,677	39,317
Total	1,898,300	107,877	149,127
1916.			
Barley	58,921	.....	.....
Corn	31,114	16,468	30,838
Oats	179,037	17,316	.....
Peas	.....	.....	.....
Rye	9,780	1,106	.....
Wheat	330,267	.....	5,937
Total grain	609,119	34,890	36,775
Other articles	1,192,087	154,031	18,441
Total	1,801,206	188,921	55,216

TABLE 1.—Comparative Statement of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation 1915 and 1916.

	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			Canadian.	United States.
1915.													
Sault Ste. Marie	287,474	1,614,502	14,987	582,654	176,083	4,691,580	333,705	49,972	812,249	6,938,708	7,750,957	2,561,734	5,189,223
Welland	180,710	1,105,813	242,286	2,519	329,449	156,167	4,015	1,040,053	756,460	2,304,552	3,061,012	1,426,256	1,634,756
St. Lawrence	421,377	1,324,318	401,244	4	42	405	1,874	1,260,203	824,537	2,584,930	3,409,467	2,024,755	1,384,712
Chambly	5,648	6,325	280,218	.....	.....	.....	.....	186,516	285,866	192,841	478,707	292,191	186,516
St. Peters	491	2,404	.....	.....	.....	.....	.....	.....	491	2,404	2,895	2,895	.....
Murray	25,696	3,066	.....	.....	.....	.....	.....	1,966	25,696	5,032	30,728	27,942	2,786
Ottawa	43,883	165,817	.....	58,154	.....	.....	4,516	.....	48,399	223,971	272,370	267,406	4,964
Rideau	72,852	41,410	125	.....	.....	.....	.....	6,394	7 ,977	47,804	120,781	114,358	6,423
Trent	13,083	36,821	.....	.....	.....	.....	.....	.....	13,083	36,821	49,904	49,904	.....
St. Andrews	21,800	182	.....	.....	.....	.....	.....	.....	21,800	182	21,982	21,982	.....
Grand total	1,073,014	4,300,658	938,860	643,331	505,574	4,848,152	344,110	2,545,104	2,861,558	12,337,245	15,198,803	6,789,423	8,409,380
1916.													
Sault Ste. Marie	338,901	2,886,970	2,810	887,239	384,454	11,467,241	704,378	141,656	1,430,543	15,383,106	16,813,649	4,155,911	12,657,738
Welland	157,060	675,282	193,165	3,057	148,046	55,361	1,350	1,311,643	499,621	2,045,343	2,544,964	1,054,480	1,490,484
St. Lawrence	242,920	881,418	450,157	381	40	.....	5,405	1,787,743	698,522	2,669,542	3,368,064	1,581,195	1,786,869
Chambly	4,169	10,504	242,508	.....	.....	.....	.....	141,796	246,677	152,300	398,977	257,181	141,796
St. Peters	5,471	4,158	.....	.....	.....	.....	.....	.....	5,471	4,158	9,629	9,629	.....
Murray	42,563	2,542	.....	.....	.....	.....	.....	1,575	42,563	4,117	46,680	45,085	1,595
Ottawa	11,796	160,809	.....	54,474	.....	.....	10,572	.....	22,368	215,283	237,651	226,381	11,270
Rideau	58,488	40,165	.....	.....	.....	.....	.....	6,777	58,488	46,942	105,430	98,653	6,777
Trent	17,767	27,242	.....	.....	.....	.....	.....	.....	17,767	27,242	45,009	45,009	.....
St. Andrews	12,913	525	.....	.....	.....	.....	.....	.....	12,913	525	13,438	13,438	.....
Grand total	892,048	4,689,615	888,640	945,151	532,540	11,522,602	721,705	3,391,190	3,034,933	20,548,558	23,583,491	7,486,962	16,096,529

TABLE 2.—Statement showing the Number, Tonnage and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1916.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
		Up.	Down.	Up.	Down.	Up.	Down	Up.	Down.	Up.	Down.	
CANADIAN VESSELS.												
Steam and Sail.												
Sault Ste. Marie	4,595	1,738,237	1,832,577	58,699	209,154	11,014	.....	206,763	33,493	2,014,713	2,075,224	4,089,937
Welland	3,092	419,529	421,698	441,570	200	7,904	.....	6,607	497,214	875,610	919,112	1,794,722
St. Lawrence	6,647	965,948	944,065	593,728	57,842	1,928	.....	314	565,247	1,561,918	1,567,154	3,129,072
Chambly	508	27,030	26,227	5,743	.....	.....	.....	.....	5,064	32,773	31,291	64,064
Ottawa	1,659	146,356	150,938	.....	3,321	.....	.....	1,397	.....	147,753	154,259	302,012
Rideau	1,672	55,677	57,709	1,665	.....	.....	.....	75	2,215	57,417	59,924	117,341
St. Peter's	133	5,623	3,578	.....	.....	.....	.....	.....	.....	5,623	3,578	9,201
Trent Valley	3,495	83,080	82,406	.....	.....	.....	.....	.....	.....	83,080	82,406	165,486
Murray	649	53,635	49,808	4,356	.....	.....	.....	.....	461	57,991	50,269	108,260
St. Andrews	552	29,593	29,341	.....	.....	.....	.....	.....	.....	29,593	29,341	59,934
Total Canadian	23,002	3,524,708	3,598,347	1,105,761	270,517	20,846	.....	215,156	1,103,694	4,866,471	4,972,558	9,839,029
UNITED STATES VESSELS.												
Sault Ste. Marie	2,094	36,428	8,631	45,191	280,363	2,854,439	5,174,432	276,388	27,315	3,212,446	5,490,741	8,703,187
Welland	847	3,104	945	230,102	1,698	89,750	52,460	893	339,945	323,849	395,048	718,897
St. Lawrence	1,678	25,200	16,404	425,616	46,211	14,101	2,148	2,708	483,979	467,625	548,742	1,016,367
Chambly	1,811	.....	295	93,721	.....	.....	.....	.....	92,282	93,721	92,577	186,298
Ottawa	328	8,754	.....	.....	16,707	.....	.....	8,590	.....	17,144	16,707	33,851
Rideau	12	607	607	.....	.....	.....	.....	.....	.....	607	607	1,214
St. Peter's	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trent Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Murray	30	.....	149	89	.....	362	.....	168	257	619	406	1,025
St. Andrews	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total United States	6,800	74,093	27,031	794,719	344,979	2,958,652	5,229,040	288,547	943,778	4,116,011	6,544,828	10,660,839
Grand total, Canadian and United States	29,802	3,598,801	3,625,378	1,900,480	615,496	2,979,498	5,229,040	503,703	2,047,472	8,982,482	11,517,386	20,499,868

TABLE 3.—Statement showing the Number, Tonnage and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1916.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
SAULT STE. MARIE CANAL.												
Canadian vessels, steam	3,908	1,675,419	1,766,433	57,669	206,971	11,014	.....	204,070	32,339	1,948,172	2,005,743	3,953,915
" " sail	687	62,818	66,144	1,030	2,183	.....	.....	2,693	1,154	66,541	69,481	136,022
Total Canadian	4,595	1,738,237	1,832,577	58,699	209,154	11,014	.....	206,763	33,493	2,014,713	2,075,224	4,089,937
United States vessels, steam	2,072	33,755	7,949	45,191	280,086	2,854,398	5,174,432	275,566	26,901	3,208,910	5,489,368	8,698,278
" "	22	2,673	682	.....	277	41	.....	822	414	3,536	1,373	4,909
Total, United States	2,094	36,428	8,631	45,191	280,363	2,854,439	5,174,432	276,388	27,315	3,212,446	5,490,741	8,703,187
Grand total, Sault Ste. Marie canal	6,689	1,774,665	1,841,208	103,890	489,517	2,865,453	5,174,432	483,151	60,808	5,227,159	7,565,965	12,793,124
WELLAND CANAL.												
Canadian vessels, steam	1,658	304,667	322,130	403,445	.....	7,904	.....	5,838	449,702	721,854	771,832	1,493,686
" " sail	434	114,862	99,568	38,125	200	.....	.....	769	47,512	153,756	147,280	301,036
Total Canadian	2,092	419,529	421,698	441,570	200	7,904	.....	6,607	497,214	875,610	919,112	1,794,722
United States vessels, steam	786	3,104	166	208,126	1,074	88,951	50,412	539	311,854	300,720	363,506	664,226
" "	61	.....	779	21,976	624	799	2,048	354	28,091	23,129	31,542	54,671
Total United States	847	3,104	945	230,102	1,698	89,750	52,460	893	339,945	323,849	395,048	718,897
Grand total, Welland Canal	2,939	422,633	422,643	671,672	1,898	97,654	52,460	7,500	837,159	1,199,459	1,314,160	2,513,619
ST. LAWRENCE CANALS.												
Canadian vessels, steam	4,258	627,294	651,945	518,747	50,544	1,470	.....	314	470,847	1,147,825	1,173,336	2,321,161
" " sail	2,389	338,654	292,120	74,981	7,298	458	.....	.....	94,400	414,093	393,818	807,911
Total Canadian	6,647	965,948	944,065	593,728	57,842	1,928	.....	314	565,247	1,561,918	1,567,154	3,129,072
United States vessels, steam	1,194	9,049	7,278	400,339	37,286	13,702	282	174	452,408	423,264	497,254	920,518
" "	484	16,151	9,126	25,277	8,925	399	1,866	2,534	31,571	44,361	51,488	95,849
Total United States	1,678	25,200	16,404	425,616	46,211	14,101	2,148	2,708	483,979	467,625	548,742	1,016,367
Grand total, St. Lawrence canals	8,325	991,148	960,469	1,019,344	104,053	16,029	2,148	3,022	1,049,226	2,029,543	2,115,896	4,145,439

TABLE 3.—Statement showing the Number, Tonnage and Nationality of Vessels passed through the several Canals during the Season of Navigation in 1916—*Concluded.*

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	
CHAMBLY CANAL.												
Canadian vessels, steam	247	20,842	20,403							20,842	20,403	41,245
" " sail	261	6,188	5,824	5,743					5,064	11,931	10,888	22,819
Total Canadian	508	27,030	26,227	5,743					5,064	32,773	31,291	64,064
United States vessels, steam	1								51		51	51
" "	1,810		295	93,721					92,231	93,721	92,526	186,247
Total United States	1,811		295	93,721					92,282	93,721	92,577	186,298
Grand total, Chambly canal	2,319	27,030	26,522	99,464					97,346	126,494	123,868	250,362
OTTAWA CANALS.												
Canadian vessels, steam	782	73,103	77,321		2,129			941		74,044	79,450	153,494
" " sail	877	73,253	73,617		1,192			456		73,709	74,809	148,518
Total Canadian	1,659	146,356	150,938		3,321			1,397		147,753	154,259	302,012
United States vessels, steam												
" " sail	328	8,754			16,707			8,390		17,144	16,707	33,851
Total United States	328	8,754			16,707			8,390		17,144	16,707	33,851
Grand total, Ottawa canals	1,987	155,110	150,938		20,028			9,787		164,897	170,966	335,863
RIDEAU CANAL.												
Canadian vessels, steam	1,512	45,728	47,356	1,665				75	2,215	47,468	49,571	97,039
" " sail	160	9,949	10,353							9,949	10,353	20,302
Total Canadian	1,672	55,677	57,709	1,665				75	2,215	57,417	59,924	117,341
United States vessels, steam												
" " sail	12	607	607							607	607	1,214
Total United States	12	607	607							607	607	1,214
Grand total, Rideau canal	1,684	56,284	58,316	1,665				75	2,215	58,024	60,531	118,555

St. Peters Canal.												
Canadian vessels, steam	30	1,801	1,045							1,801	1,045	2,846
" " sail	103	5,822	2,533							3,822	2,533	6,355
Total Canadian	133	5,623	3,578							5,623	3,578	9,201
United States vessels, steam												
" " sail												
Total United States												
Grand total, St. Peters canal	133	5,623	3,578							5,623	3,578	9,201
Trent Valley Canals.												
Canadian vessels, steam	3,011	69,627	69,505							69,627	69,505	139,132
" " sail	484	13,453	12,901							13,453	12,901	26,354
Total Canadian	3,495	83,080	82,406							83,080	82,406	165,486
United States vessels, steam												
" " sail												
Total United States												
Grand total, Trent Valley canals	3,495	83,080	82,406							83,080	82,406	165,486
Murray Canal.												
Canadian vessels, steam	514	42,095	38,297	4,356					261	46,451	38,558	85,009
" " sail	135	11,540	11,511						200	11,540	11,711	23,251
Total Canadian	649	53,635	49,808	4,356					461	57,991	50,269	108,260
United States vessels, steam	30		149	89		362		168	257	619	406	1,025
" " sail												
Total United States	30		149	89		362		168	257	619	406	1,025
Grand total, Murray canal	679	53,635	49,957	4,445		362		168	718	58,610	50,675	109,285
St. Andrews Canal.												
Canadian vessels, steam	302	10,825	10,257							10,825	10,257	21,082
" " sail	250	18,768	19,084							18,768	19,084	37,852
Total Canadian	552	29,593	29,341							29,593	29,341	58,934
United States vessels, steam												
" " sail												
Total United States												
Grand total, St. Andrews canal	552	29,593	29,341							29,593	29,341	58,934

TABLE 4.—Comparative Statement of all the Canals for the years ending December 31, 1915 and 1916.

Articles.	1915.	1916.	Increase.	Decrease.
Class No. 1.	Tons.	Tons.	Tons.	Tons.
Canadian vessels, steam	8,052,740	8,308,609		
" sail	1,345,467	1,530,420		
United States vessels, steam	6,980,212	10,284,098		
" sail	404,889	376,741		
Total, Class No. 1	16,783,308	20,499,868		
Class No. 2.	No.	No.	No.	No.
Passengers	250,836	263,648	12,812	
Class No. 3	Tons.	Tons.	Tons.	Tons.
Barley	161,596	266,439	104,849	
Buckwheat	12	12		
Corn	163,527	128,307		35,220
Oats	637,420	1,013,595	376,175	
Rye	11,878	21,950	10,072	
Flax	59,771	96,316	36,545	
Peas	1,001	161		840
Wheat	3,807,722	3,279,121		528,601
Flour	310,385	341,579	31,194	
Hay	9,874	15,285	5,411	
Other mill products	8,988	8,366		622
Fruit and vegetables	8,878	4,505		4,373
Potatoes	1,479	3,170	1,691	
Live stock	1,205	988		217
Poultry, game and fish	625	768	143	
Dressed meats	79	185	106	
Other packing house products	1,677	861		816
Hides and leather	26	576	550	
Wool	183	139		44
All other animal products	7,494	7,825	331	
Total, Class No. 3	5,193,814	5,190,148	567,067	570,733
Class No. 4.	Tons.	Tons.	Tons.	Tons.
Agricultural products	21,570	34,238	12,668	
Cement, bricks, lime	34,996	29,331		5,665
Household goods and furniture	2,158	2,465	307	
Iron, pig and bloom	30,918	12,943		17,975
Iron and steel, all other	174,641	72,395		102,246
Petroleum and other oils	134,877	147,510	12,633	
Sugar	61,975	35,115		26,860
Salt	11,490	12,884	1,394	
Wines, liquors and beers	6,241	4,846		1,395
Merchandise not enumerated	617,245	482,539		134,706
Total, Class No. 4	1,096,111	834,266	27,002	288,847
Class No. 5.	Tons.	Tons	Tons.	Tons.
Pulpwood	910,774	862,363		48,411
Sawed lumber	487,709	485,784		1,925
Squared timber	37,844	4,643		33,201
Shingles	9,229	3,326		5,903
Other woods	49,222	32,757		16,465
Total, Class No. 5	1,494,778	1,388,873		105,905

TABLE 4.—Comparative Statement of all the Canals for the years ending December 31, 1915 and 1916—*Concluded.*

Articles.	1915.	1916.	Increase.	Decrease.
Class No. 6.	Tons.	Tons.	Tons.	Tons.
Hard coal	780,629	702,304		78,325
Soft coal	1,988,531	3,388,421	1,399,890	
Coke	324			324
Copper ore	20,331	3,972		16,359
Iron ore	4,133,360	11,558,835	7,425,475	
Other ore	29,518	7,048		22,470
Sand, etc	461,407	509,624	48,217	
Total, Class No. 6	7,414,100	16,170,204	8,873,582	117,478
Grand total	15,198,803	23,583,491	9,467,651	1,082,963

Net increase 8,384,688 tons.

TABLE 5.—Statement of Traffic on the undermentioned Canals during the Season of Navigation in 1916.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	St. Peters.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrews.
Class No. 1.—Vessels.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Canadian vessels, steam	3,953,915	1,493,686	2,321,161	41,245	2,846	85,009	153,494	97,039	139,132	21,082
" sail	136,022	301,036	807,911	22,819	6,355	23,251	148,518	20,302	26,354	37,852
United States vessels, steam	8,698,278	664,226	920,518	51	.....	1,025	.....	.....	.....	.....
" sail	4,909	54,671	95,849	186,247	.....	.....	33,851	1,214	.....	.....
Total, Class No. 1	12,793,124	2,513,619	4,145,439	250,362	9,201	109,285	335,863	118,555	165,486	58,934
Class No. 2.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers	31,734	.....	81,623	1,669	6	4,868	22,812	12,544	104,736	3,656
Class No. 3.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Barley	148,072	58,921	59,436	6	4	.....	.....	.....	.....	.....
Buckwheat	.....	.....	.....	11	.....	.....	.....	1	.....	.....
Corn	.....	78,420	49,746	94	10	.....	28	9	.....	.....
Oats	635,492	196,353	180,330	714	596	.....	97	9	4	.....
Rye	1,232	10,886	9,785	.....	.....	.....	5	.....	42	.....
Flax	71,128	12,594	12,594	.....	.....	.....	.....	.....	.....	.....
Peas	.....	.....	47	55	.....	.....	22	37	.....	.....
Wheat	2,606,155	336,204	334,119	32	.....	.....	56	3	2,552	.....
Flour	335,327	200	4,153	988	406	.....	422	60	23	.....
Hay	7	.....	8,054	5,327	68	.....	1,677	152	.....	.....
Other mill products	5,790	.....	1,135	459	192	.....	489	214	87	.....
Fruit and vegetables	.....	.....	926	2,354	646	60	451	37	31	.....
Potatoes	86	.....	230	94	2,596	.....	136	1	27	.....
Live stock	.....	.....	386	89	.....	.....	297	1	215	.....
Poultry, game and fish	387	.....	179	11	155	.....	34	2	.....	.....
Dressed meats	.....	.....	64	11	83	.....	6	9	12	.....
Other packing house products	.....	.....	300	53	52	.....	189	251	16	.....
Hides and leather	.....	.....	180	41	.....	.....	159	196	.....	.....
Wool	135	.....	1	.....	.....	.....	1	2	.....	.....
All other animal products	.....	.....	3,349	5	40	.....	2,254	2,122	55	.....
Total, Class No. 3	3,803,811	693,578	665,014	10,344	4,848	60	6,323	3,106	3,064	.....

Class No. 4.										
Agricultural implements	16,774	16,774	190	134			174	172	20	
Cement, bricks, lime	11,639	6,265	9,429	252	5		738	305	696	2
Household goods and furniture	22	20	1,940	69	11	5	189	31	172	6
Iron, pig and bloom	4,152	4,060	4,043	7			333	336	12	
Iron and steel, all other	50,010	6,822	14,465	331	19		200	544	4	
Petroleum and other oils	3,150	85,316	57,742	82	218	18	513	417	54	
Sugar	2,612	10,113	21,595	152	22	15	390	192	24	
Salt	9,541		1,672	307	104		519	735	6	
Wines, liquors and beers	405	739	2,522	42		70	499	559	10	
Merchandise not enumerated	275,359	54,670	97,932	18,303	585	9,630	16,613	7,463	1,778	206
Total, Class No. 4	373,664	184,779	211,530	19,679	964	9,738	20,168	10,754	2,776	214
Class No. 5.										
Pulpwood	21,838	247,427	493,106	86,215					13,777	
Sawed lumber	10,556	18,136	153,685	154,866	20	2	137,450	9,504	1,556	9
Square timber	3,012		740	23			620	47	201	
Shingles	3,048			73			15	6	184	
Other woods	791		3,059	1,477	10		1,083	355	23,123	2,859
Total, Class No. 5	39,245	265,563	650,590	242,654	30	2	139,168	9,912	38,841	2,868
Class No. 6.										
Hard coal	88,610	132,020	372,558	100,165	5	1,595	594	6,676	81	
Soft coal	945,037	1,058,122	1,375,382		3,782		5,742	239	117	
Coke										
Copper ore	3,972									
Iron ore	11,504,773	38,623	160	15,277					2	
Other ore		6,998						50		
Sand, etc.	54,537	165,281	92,830	10,858		35,285	65,656	74,693	128	10 358
Total, Class No. 6	12,596,929	1,401,044	1,840,930	126,300	3,787	36,880	71,992	81,658	328	10,356
Grand total	16,813,649	2,544,964	3,368,064	398,977	9,629	46,680	237,651	105,430	45,009	13,438

TABLE 6.—Summary Statement of Traffic on the undermentioned Canals during the Season of Navigation ended December 31, 1916, showing the total quantity of each description of property passed through.

Articles.	Sault Ste. Marie.	Welland.	St. Lawrence.	Chambly.	St. Peters.	Murray.	Ottawa.	Rideau.	Trent Valley.	St. Andrews.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Vessels of all kinds	12,793,124	2,513,619	4,145,439	250,362	9,201	109,285	335,863	118,555	165,486	58,934
	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
Passengers	31,734	.....	81,623	1,669	6	4,868	22,812	12,544	104,736	3,656
Forest—Produce of Wood.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Pulpwood	21,838	247,427	493,106	86,215	.....	.....	.....	.....	13,777	.....
Sawed lumber	10,556	18,136	153,685	154,866	20	2	137,450	9,504	1,556	9
Squared timber	3,012	.....	740	23	.....	.....	620	47	201	.....
Shingles	3,048	.....	.....	73	.....	.....	15	6	184	.....
Other woods	791	.....	3,059	1,477	10	.....	1,083	355	23,123	2,859
Total	39,345	265,563	650,590	242,654	30	2	139,168	9,912	38,841	2,868
Animals and Produce of Animals.										
Live stock	.....	.....	386	89	.....	.....	297	1	215	.....
Poultry, game and fish	387	.....	179	11	155	.....	34	2	.....	.....
Dressed meats	.....	.....	64	11	83	.....	6	9	12	.....
Other packing house products	.....	.....	300	53	52	.....	189	251	16	.....
Hides and leather	.....	.....	180	41	.....	.....	159	196	.....	.....
Wool	135	.....	1	.....	.....	.....	1	2	.....	.....
All other animal products	.....	.....	3,349	5	40	.....	2,254	2,122	55	.....
Total	522	.....	4,459	210	330	.....	2,940	2,583	298	.....
Agricultural Products.										
Barley	148,072	58,921	59,436	6	4	.....	.....	.....	.....	.....
Buckwheat	.....	.....	.....	11	.....	.....	.....	1	.....	.....
Corn	.....	78,420	49,746	94	10	.....	28	9	.....	.....
Oats	635,492	196,353	180,330	714	596	.....	97	9	4	.....
Rye	1,232	10,886	9,785	.....	.....	.....	5	.....	42	.....

Flax	71,128	12,594	12,594							
Peas			47	55			22	37		
Wheat	2,606,155	336,204	334,119	32			56	3	2,552	
Flour	335,327	209	4,153	988	406		422	60	23	
Hay	7		8,054	5,327	68		1,677	152		
Other mill products	5,790		1,135	459	192		489	214	87	
Fruits and vegetables			926	2,354	646	60	451	37	31	
Potatoes	86		230	94	2,596		136	1	27	
Total	3,803,289	693,578	660,555	10,134	4,518	67	3,383	523	2,766	
Manufactures.										
Agricultural implements	16,774	16,774	190	134			174	172	20	
Cement, bricks and lime	11,639	6,265	9,429	252	5		738	305	696	2
Household goods and furniture	22	20	1,940	69	11	5	189	31	172	6
Iron—pig and bloom	4,152	4,060	4,043	7			333	336	12	
Iron—steel, all other	50,010	6,822	14,465	331	19		200	544	4	
Petroleum and other oils	3,159	85,316	57,742	82	218	18	513	417	54	
Sugar and salt	12,153	10,113	23,267	459	126	15	909	927	30	
Wines, liquors and beers	405	739	2,522	42		70	499	559	10	
Merchandise not enumerated	275,359	54,670	97,932	18,303	585	9,630	16,613	7,463	1,778	206
Total	373,664	184,779	211,530	19,679	964	9,738	20,168	10,754	2,776	214
Products of Mines.										
Hard coal	88,610	132,020	372,558	100,165	5	1,595	594	6,676	81	
Soft coal	945,037	1,058,122	1,375,382		3,782		5,742	239	117	
Coke										
Copper ore	3,972									
Iron ore	11,504,773	38,623	167	15,277					2	
Other ore	54,537	172,279	92,830	10,858		35,285	65,656	74,743	128	10,356
Total	12,596,929	1,401,044	1,840,930	126,300	3,787	36,880	71,992	81,658	328	10,356
Grand totals (passengers and tonnage of vessels not included)	16,813,649	2,544,964	3,368,064	398,977	9,629	46,680	237,651	105,430	45,009	13,438

TABLE 7 (No. 1).—General Statement showing the Quantity of each Article Transported on the Sault Ste. Marie Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	16,774								16,774		16,774	16,774	
All other animals													
Barley		124,021		11,564		12,487				148,072	148,072	135,585	12,487
Buckwheat													
Cement, bricks, etc	6,254				5,385				11,639		11,639	6,254	5,385
Coal, hard					3,000		85,610		88,610		88,610		88,610
" soft	25	3,100			347,400		594,512		941,937	3,100	945,037		945,037
Coke													
Corn													
Dressed meats													
Flax		27,014		12,468		31,646				71,128	71,128	39,482	31,646
Flour		322,180				13,147				335,327	335,327	322,180	13,147
Fruits and vegetables													
Hay	7								7		7	7	
Hides and leather													
Household goods	21	1							21	1	22	22	
Iron, pig and bloom	3,752						400		4,152		4,152	4,152	
Iron and steel, all other	13,607	9,872		13,553	9,842		3,136		26,585	23,425	50,010	32,732	17,278
Live stock													
Merchandise	247,938	5,396			18,827	398	2,800		269,565	5,794	275,359	250,822	24,537
Oats		548,561		86,931						635,492	635,492	635,492	
Other mill products		5,790								5,790	5,790	5,790	
" packing house products													
" woods	90	459		242					90	701	791	791	
Ore, all other													
" copper						3,972				3,972	3,972		3,972
" iron				116,624		11,277,163	17,920	93,066	17,920	11,486,853	11,504,773	123,022	11,381,751
Peas													
Petroleum	3,150								3,150		3,150	3,150	
Poultry, game and fish		387								387	387	387	
Potatoes	1	85							1	85	86	86	
Pulpwood	1,650	2,688	1,000	12,000		4,500			2,650	19,188	21,838	17,338	4,500
Rye						1,232				1,232	1,232		1,232
Sawed lumber	553	382	1,810	4,830		2,231		750	2,363	8,193	10,556	7,485	3,071
Shingles						3,048				3,048	3,048		3,048
Square timber				3,012						3,012	3,012	3,012	
Sugar	2,597	15							2,597	15	2,612	2,612	

Salt	9,541								9,541		9,541	9,541	
Sand and stone	32,536	20,751						1,250	32,536	22,001	54,537	54,537	
Wheat		1,816,160		626,015		117,390		46,590		2,606,155	2,606,155	2,484,145	122,010
Wines, liquors and beers	405								405		405	405	
Wool		108				27				135	135	108	27
Total freight	338,901	2,886,970	2,810	887,239	384,454	11,467,241	704,378	141,656	1,430,543	15,383,106	16,813,649	4,155,911	12,657,738

TABLE 7 (No. 2).—General Statement showing the Quantity of each Article Transported on the Welland Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	16,774								16,774		16,774	16,774	
Barley		57,932						989		58,921	58,921	58,921	
Cement, bricks, etc	6,265								6,265		6,265	6,265	
Coal, hard					130,670		1,350		132,020		132,020		132,020
" soft	750	28				1,200		1,056,144	750	1,057,372	1,058,122	28	1,058,094
Coke													78,420
Corn		2,380				30,838		45,202		78,420	78,420		
Flax		12,594								12,594	12,594	12,594	
Flour		200								200	200	200	
Household goods	20								20		20	20	
Iron, pig and bloom	4,055	5							4,055	5	4,060	4,600	
Iron and steel, all other	6,767					55			6,767	55	6,822	6,767	55
Merchandise	53,320	500	300			550			53,620	1,050	54,670	54,120	550
Oats		190,917				1,559		3,877		196,353	196,353	192,908	3,445
Ore, all other					6,998				6,998		6,998		6,998
Ore, iron					1,003			37,620	1,003	37,620	38,623		38,623
Petroleum	370	84,946							370	84,946	85,316	85,316	
Pulpwood	54,562		192,865						247,427		247,427	247,427	
Rye								10,886		10,886	10,886		10,886
Sawed lumber				3,057		13,629		1,450		18,136	18,136	3,057	15,079
Sugar	10,113								10,113		10,113	10,113	
Salt													
Sand and stone	3,325	29,305			9,375			123,276	12,700	152,581	165,281	33,230	132,051
Wheat		296,475				7,530		32,199		336,204	336,204	321,941	14,263
Wines, liquors and beers	739								739		739	739	
Total freight	157,060	675,282	193,165	3,057	148,046	55,361	1,350	1,311,643	499,621	2,045,343	2,544,964	1,054,480	1,490,484

TABLE 7 (No. 3).—General Statement showing the Quantity of each Through Article Transported on the Welland Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	16,774								16,774		16,774	16,774	
Barley		57,932						989		58,921	58,921	58,921	
Cement, bricks, etc	6,265								6,265		6,265	6,265	
Coal, hard					130,670		1,350		132,020		132,020		132,020
" soft						1,200		1,039,402		1,040,602	1,040,602		1,040,602
Corn		2,380				30,838		45,202		78,420	78,420		78,420
Flax		12,594								12,594	12,594	12,594	
Flour		200								200	* 200	200	
Household goods	20								20		20	20	
Iron, pig and bloom	4,055								4,055		4,055	4,055	
Iron and steel, all other	6,767					55			6,767	55	6,822	6,767	55
Merchandise	53,320	400	300			550			53,620	950	54,570	54,020	550
Oats		190,917				1,559		3,877		196,353	196,353	192,908	3,445
Ore, all other					6,998				6,998		6,998		6,998
" iron					1,003			37,620	1,003	37,620	38,623		38,623
Petroleum	370	80,093							370	80,093	80,463	80,463	
Pulpwood	2,000		192,865						194,865		194,865	194,865	
Rye								10,886		10,886	10,886		10,886
Sawed lumber				3,057		13,629		1,450		18,136	18,136	3,057	15,079
Sugar	10,113								10,113		10,113	10,113	
Salt													
Sand and stone	950				9,375				10,325		10,325	1,550	8,775
Wheat		296,475				7,530		32,199		336,204	336,204	321,941	14,263
Wines, liquors and beers	739								739		739	739	
Total freight	101,373	640,991	193,165	3,057	148,046	55,361	1,350	1,171,625	443,934	1,871,034	2,314,968	965,252	1,349,716

TABLE 7 (No. 4).—General Statement showing the Quantity of each Way Article Transported on the Welland Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons. Canadian Ports.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Coal, soft	750	28						16,742	750	16,770	17,520	28	17,492
Iron, pig and bloom		5								5	5	5	
Merchandise		100								100	100	100	
Petroleum		4,853								4,853	4,853	4,853	
Pulpwood	52,562								52,562		52,562	52,562	
Salt													
Sand and stone	2,375	29,305						123,276	2,375	152,581	154,956	31,680	123,276
Total freight	55,687	34,291						140,018	55,687	174,309	229,996	89,228	140,768

TABLE 7 (No. 5).—General Statement showing the Quantity of each Article Transported on the St. Lawrence Canals during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total. Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	124	65			1				125	65	190	189	1
All other animals	804	2,545							804	2,545	3,349	3,349	
Barley	192	58,255						989	192	59,244	59,436	59,436	
Cement, bricks, etc	9,193	236							9,193	236	9,429	8,608	821
Coal, hard	2,331							370,227	2,331	370,227	372,558	2,331	370,227
" soft	40,929	47					615	1,333,791	41,544	1,333,838	1,375,382	37,772	1,337,610
Corn	327	7,215						42,204	327	49,419	49,746	339	49,407
Dressed meats	10	54							10	54	64	64	
Flax		12,594								12,594	12,594	12,594	
Flour	1,023	3,001		129					1,023	3,130	4,153	4,153	
Fruits and vegetables	219	701	3		3				225	701	926	921	5
Hay	6,009	1,793		252					6,009	2,045	8,054	8,054	
Hides and leather	121	54	5						126	54	180	180	
Household goods	643	1,295			2				645	1,295	1,940	1,878	62
Iron, pig and bloom	1,526	2,517							1,526	2,517	4,043	4,013	30
Iron and steel, all other	4,296	10,169							4,296	10,619	14,465	14,465	
Live stock	84	301			1				85	301	386	385	1
Merchandise	46,551	46,339	3		26		4,180	833	50,760	47,172	97,932	92,293	5,639
Oats	435	178,009						1,886	435	179,895	180,330	178,444	1,886
Other mill products	234	901							234	901	1,135	1,135	
Other packing house products	201	99							201	99	300	300	
Other woods	2,493	566							2,493	566	3,059	3,059	
Ore, iron								160		160	160		160
Peas	31	16							31	16	47	47	
Petroleum	2,947	54,795							2,947	54,795	57,742	57,742	
Poultry, game and fish	145	34							145	34	179		179
Potatoes	87	143							87	143	230	230	
Pulpwood	40,785	2,175	450,146						490,931	2,175	493,106	493,106	
Rye	5							9,780	5	9,780	9,785	2,273	7,512
Sawed lumber	27,986	125,699							27,986	125,699	153,685	153,685	
Square timber	125	615							125	615	740	690	50
Sugar	21,401	194							21,401	194	21,595	21,595	
Salt	1,211	461							1,211	461	1,672	1,672	
Sand and stone	24,526	67,694					610		25,136	67,694	92,830	88,341	4,489
Wheat	3,845	302,394			7			27,873	3,852	330,267	334,119	325,150	8,969
Wines, liquors and beers	2,080	442							2,080	442	2,522	2,522	
Wool	1								1		1	1	
Total freight	242,920	881,418	450,157	381	40		5,405	1,787,743	698,522	2,669,542	3,368,064	1,581,195	1,786,869

TABLE 7 (No. 6).—General Statement showing the Quantity of each Through-Article Transported on the St. Lawrence Canals during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total. Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
All other animals	57	89							57	89	146	146	
Barley		58,243						989		59,232	59,232	59,232	
Cement, bricks, etc	6,895	1							6,895	1	6,896	6,896	
Coal, hard	2,000							361,607	2,000	361,607	363,607	2,000	361,607
" soft	6,447							1,318,250	6,447	1,318,250	1,324,697	5,600	1,319,097
Corn								31,114		31,114	31,114		31,114
Flax		12,594								12,594	12,594	12,594	
Flour		204								204	204	204	
Fruits and vegetables		342								342	342	342	
Hides and leather		20								20	20	20	
Household goods	389	988							389	988	1,377	1,377	
Iron, pig and bloom	1,000	1,460							1,000	1,460	2,460	2,460	
Iron, steel and other	2,750	7,500							2,750	7,500	10,250	10,250	
Live stock		3								3	3	3	
Merchandise	37,572	37,935							37,572	37,935	75,507	75,507	
Oats		177,151						1,886		179,037	179,037	177,151	1,886
Petroleum	751	54,016							751	54,016	54,767	54,767	
Pulpwood	40,785		448,796						489,581		489,581	489,581	
Rye								9,780		9,780	9,780	2,268	7,512
Sugar	20,375								20,375		20,375	20,375	
Salt	28								28		28	28	
Sand and stone													
Wheat		302,394						27,873		330,267	330,267	321,298	8,969
Wines, liquors and beers	1,125	376							1,125	376	1,501	1,501	
Total freight	120,174	653,316	448,796					1,751,499	568,970	2,404,815	2,973,785	1,243,600	1,730,185

TABLE 7 (No. 7).—General Statement showing the Quantity of each Way Article Transported on the St. Lawrence Canals during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	124	65			1				125	65	190	189	1
All other animals	747	2,456							747	2,456	3,203	3,203	
Barley	192	12							192	12	204	204	
Cement, bricks, etc.	2,298	235							2,298	235	2,533	1,712	821
Coal, hard	331							8,620	331	8,620	8,951	331	8,620
" soft	34,482	47					615	15,541	35,097	15,588	50,685	32,172	18,513
Corn	327	7,215						11,090	327	18,305	18,632	339	18,293
Dressed meats	10	54							10	54	64	64	
Flour	1,023	2,797		129					1,023	2,926	3,949	3,949	
Fruits and vegetables	219	359	3		3				225	359	584	579	5
Hay	6,009	1,793		252					6,009	2,045	8,054	8,054	
Hides and leather	121	34	5						126	34	160	160	
Household goods	254	307			2				256	307	563	501	62
Iron, pig and bloom	526	1,057							526	1,057	1,583	1,553	30
Iron and steel, all other	1,546	2,669							1,546	2,669	4,215	4,215	
Live stock	84	298			1				85	298	383	382	1
Merchandise	8,979	8,404	3		26		4,180	833	13,188	9,237	22,425	16,786	5,639
Oats	435	858							435	858	1,293	1,293	
Other mill products	234	901							234	901	1,135	1,135	
" packing house products	201	99							201	99	300	300	
" woods	2,493	566							2,493	566	3,059	3,059	
Ore, iron								160		160	160		160
Peas	31	16							31	16	47	47	
Petroleum	2,196	779							2,196	779	2,975	2,975	
Poultry, game and fish	145	34							145	34	179	179	
Potatoes	87	143							87	143	230	230	
Pulpwood		2,175	1,350						1,350	2,175	3,525	3,525	
Rye	5								5		5	5	
Sawed lumber	27,986	125,699							27,986	125,699	153,685	153,685	
Square timber	125	615							125	615	740	690	50
Sugar	1,026	194							1,026	194	1,220	1,220	
Salt	1,183	461							1,183	461	1,644	1,644	
Sand and stone	24,526	67,694					610		25,136	67,694	92,830	88,341	4,489
Wheat	3,845				7				3,852		3,852	3,845	7
Wines, liquors and beers	955	66							955	66	1,021	1,021	
Wool	1								1		1	1	
Total freight	122,746	228,102	1,361	381	40		5,405	36,244	129,552	264,727	394,279	337,588	56,691

TABLE 7 (N. 8).—General Statement showing the Quantity of each Article Transported on the Chambly Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	133	1							133	1	134	134	
All other animals	4	1							4	1	5	5	
Barley	6								6		6	6	
Buckwheat	6	5							6	5	11	11	
Cement, bricks, etc	252								252		252	252	
Coal, hard	45							100,120	45	100,120	100,165	45	100,120
Corn	84	10							84	10	94	94	
Dressed meats	11								11		11	11	
Flour	951	37							951	37	988	988	
Fruits and vegetables	282	2,072							282	2,072	2,354	2,354	
Hay	5	5,322							5	5,322	5,327	5,327	
Hides and leather	4	37							4	37	41	41	
Household goods	42	27							42	27	69	69	
Iron, pig and bloom	7								7		7	7	
Iron and steel, all other	315	16							315	16	331	331	
Live stock	5	84							5	84	89	89	
Merchandise	485	887	710					16,221	1,195	17,108	18,303	2,082	16,221
Oats	11	703							11	703	714	714	
Other mill products	342	117							342	117	459	459	
" packing house products	49	4							49	4	53	53	
" woods	77	975	425						502	975	1,477	1,477	
Ore, iron								15,277		15,277	15,277		15,277
Peas	22	33							22	33	55	55	
Petroleum	80	2							80	2	82	82	
Poultry, game and fish		11								11	11	11	
Potatoes	84	10							84	10	94	94	
Pulpwood			86,215						86,215		86,215	86,215	
Sawed lumber	20	88	154,758						154,778	88	154,866	154,866	
Shingles	73								73		73	73	
Square timber		23								23	23	23	
Sugar	149	3							149	3	152	152	
Salt	280	27							280	27	307	307	
Sand and stone	280		400					10,178	680	10,178	10,858	680	10,178
Wheat	23	9							23	9	32	32	
Wines, liquors and beers	42								42		42	42	
Total freight	4,169	10,504	242,508					141,796	246,677	152,300	398,977	257,181	141,796

TABLE 7 (No. 9).—General Statement showing the Quantity of each Article Transported on the St. Peter's Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
All other animals	40								40		40	40	
Barley	4								4		4	4	
Cement, bricks, etc	5								5		5	5	
Coal, hard	4	1							5		5	5	
" soft	3	3,779							3	3,779	3,782	3,782	
Corn	10								10		10	10	
Dressed meats	83								83		83	83	
Flour	400	6							400	6	406	406	
Fruits and vegetables	640	6							640	6	646	646	
Hay	67	1							67	1	68	68	
Household goods	6	5							6	5	11	11	
Iron and steel, all other	16	3							16	3	19	19	
Merchandise	373	212							373	212	585	585	
Oats	594	2							594	2	596	596	
Other mill products	172	20							172	20	192	192	
" packing house products	46	6							46	6	52	52	
" woods	6	4							6	4	10	10	
Petroleum	211	7							211	7	218	218	
Poultry, game and fish	51	104							51	104	155	155	
Potatoes	2,593	3							2,593	3	2,596	2,596	
Sawed lumber	20								20		20	20	
Sugar	22								22		22	22	
Salt	104								104		104	104	
Total freight	5,471	4,158							5,471	4,158	9,629	9,629	

TABLE 7 (No. 10).—General Statement showing the Quantity of each Article Transported on the Murray Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Coal, hard	20							1,575	20	1,575	1,595		1,595
Fruits and vegetables	60								60		60	60	
Household goods		5								5	5	5	
Merchandise	7,149	2,481							7,149	2,481	9,630	9,630	
Petroleum		18								18	18	18	
Sawed lumber	2								2		2	2	
Sugar	15								15		15	15	
Sand and Stone	35,285								35,285		35,285	35,285	
Wines, liquors and beers	32	38							32	38	70	70	
Total freight	42,563	2,542						1,575	42,563	4,117	46,680	45,085	1,595

TABLE 7 (No. 11).—General Statement showing the Quantity of each Article Transported on the Ottawa Canals during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian	U. S.
Agricultural implements	108	66							108	66	174	174	
All other animals	21	2,233							21	2,233	2,254	2,254	
Cement, bricks, etc	688	50							688	50	738	738	
Coal, hard	6						558		594		594		594
" soft	1,370						4,372		5,742		5,742	870	4,872
Corn	28								28		28	28	
Dressed meats	5	1							5	1	6	6	
Flour	409	13							409	13	422	422	
Fruits and vegetables	127	324							127	324	451	451	
Hay		1,677								1,677	1,677	1,677	
Hides and leather	121	38							121	38	159	159	
Household goods	124	65							124	65	189	189	
Iron, pig and bloom	324	9							324	9	333	333	
Iron and steel, all other	193	7							193	7	200	200	
Live stock	52	245							52	245	297	297	
Merchandise	5,176	5,825					5,612		10,788	5,825	16,613	11,001	5,612
Oats	65	32							65	32	97	97	
Other mill products	152	337							152	337	489	489	
" packing house products	135	54							135	54	189	189	
" woods	130	951		2					130	953	1,083	1,083	
Peas	5	17							5	17	22	22	
Petroleum	343	170							343	170	513	513	
Poultry, game and fish		34								34	34	34	
Potatoes	18	118							18	118	136	136	
Rye	5								5		5	5	
Sawed lumber	422	92,928		54,100					422	137,028	137,450	137,450	
Shingles		13		2						55	15	55	
Square timber		250		370						620	620	620	
Sugar	329	61							329	61	390	390	
Salt	516	3							516	3	519	519	
Sand and stone	425	65,231							425	65,231	65,656	65,464	192
Wheat	56								56		56	56	
Wines, liquors and beers	422	57							442	57	499	499	
Wool	1								1		1	1	
Total freight	11,796	160,809		54,474			10,572		22,368	215,283	237,651	226,381	11,270

TABLE 7 (No. 12).—General Statement showing the Quantity of each Article Transported on the Rideau Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	89	83							89	83	172	172	
All other animals	203	1,919							203	1,919	2,122	2,122	
Buckwheat		1								1	1	1	
Cement, bricks, etc	154	151							154	151	305	305	
Coal, hard	17	38						6,621	77	6,659	6,676	55	6,621
" soft	20	63						156	20	219	239	83	156
Corn	2	7							2	7	9	9	
Dressed meats	8	1							8	1	9	9	
Flour	7	53							7	53	60	60	
Fruits and vegetables	20	17							20	17	37	37	
Hay	133	19							133	19	152	152	
Hides and leather	169	27							169	27	196	196	
Household goods	19	12							19	12	31	31	
Iron, pig and bloom	330	6							330	6	336	336	
Iron and steel, all other	534	10							534	10	544	544	
Live stock	1								1		1	1	
Merchandise	4,016	3,447							4,016	3,447	7,463	7,463	
Oats	5	4							5	4	9	9	
Other mill products	95	119							95	119	214	214	
" packing house products	207	44							207	44	251	251	
" woods	201	154							201	154	355	355	
Ore, all other		50								50	50	50	
Peas	32	5							32	5	37	37	
Petroleum	255	162							255	162	417	417	
Poultry, game and fish		2								2	2	2	
Potatoes	1								1		1	1	
Sawed lumber	2,979	6,525							29,79	6,525	9,504	9,504	
Shingles	5	1							5	1	6	6	
Square timber	47								47		47	47	
Sugar	127	65							127	65	192	192	
Salt	633	102							633	102	735	735	
Sand and stone	47,625	27,068							47,625	27,068	74,693	74,693	
Wheat	3								3		3	3	
Wines, liquors and beers	549	10							549	10	559	559	
Wool	2								2		2	2	
Total freight	58,488	40,165						6,777	58,488	46,942	105,430	98,653	6,777

TABLE 7 (No. 13).—General Statement showing the Quantity of each Article Transported on the Trent Valley Canals during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Canadian.	U. S.
Agricultural implements	15	5							15	5	20	20	
All other animals	7	48							7	48	55	55	
Cement, bricks, etc	126	570							126	570	696	696	
Coal, hard	75	6							75	6	81	81	
" soft	82	35							82	35	117	117	
Dressed meats	12								12		12	12	
Flour	23								23		23	23	
Fruits and vegetables	25	6							25	6	31	31	
Household goods	129	43							129	43	172	172	
Iron, pig and bloom	9	3							9	3	12	12	
Iron and steel, all other	4								4		4	4	
Live stock	177	38							177	38	215	215	
Merchandise	944	834							944	834	1,778	1,778	
Oats	4								4		4	4	
Other mill products	81	6							81	6	87	87	
" packing house products	13	3							13	3	16	16	
" woods	12,174	10,949							12,174	10,949	23,123	23,123	
Ore, iron	2								2		2	2	
Petroleum	38	16							38	16	54	54	
Potatoes	13	14							13	14	27	27	
Pulpwood	30	13,747							30	13,747	13,777	13,777	
Rye	42								42		42	42	
Sawed lumber	847	709							847	709	1,556	1,556	
Shingles	78	106							78	106	184	184	
Square timber	102	99							102	99	201	201	
Sugar	21	3							21	3	24	24	
Salt	4	2							4	2	6	6	
Sand and stone	128								128		128	128	
Wheat	2,552								1,552		2,552	2,552	
Wines, liquors and beers	10								10		10	10	
Total freight	17,767	27,242							17,767	27,242	45,009	45,009	

TABLE 7 (No. 14).—General Statement showing the Quantity of each Article Transported on the St. Andrew's Canal during the Season of Navigation in 1916.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total	Origin of Cargo.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Tons.	Canadian.	U. S.
Cement, bricks, etc.	.....	2	.....	.....	.....	.....	.....	.....	.....	2	2	2	.....
Household goods	.....	6	.....	.....	.....	.....	.....	.....	.....	6	6	6	.....
Merchandise	20	186	.....	.....	.....	.....	.....	.....	20	186	206	206	.....
Other woods	2,537	322	.....	.....	.....	.....	.....	.....	2,537	322	2,859	2,859	.....
Ore, all other	10,356	.....	.....	.....	.....	.....	.....	.....	10,356	.....	10,356	10,356	.....
Sawed lumber	.....	9	.....	.....	.....	.....	.....	.....	.....	9	9	9	.....
Total freight	12,913	525	.....	.....	.....	.....	.....	.....	12,913	525	13,438	13,438	.....

TABLE 8.

TABLE 8.—STATEMENT showing the Classified Tonnage of all kinds of Vessels

SAULT STE.

CANADIAN.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
	Tons.				Tons.		
1	5,000 to 5,704	1	5,704	1	5,000 to		
2	4,000 " 5,000	3	13,650	2	4,000 " 5,000		
3	3,000 " 4,000	5	18,300	3	3,000 " 4,000		
4	2,000 " 3,000	13	30,250	4	2,000 " 3,000	1	2,132
5	1,000 " 2,000	44	58,100	5	1,000 " 2,000		
6	Under 1,000	83	12,340	6	Under 1,000	40	10,475
	Total	149	138,344		Total	41	12,607

WELLAND

1	250 to 2,347	92	94,247	1	250 to 1,239	23	16,025
2	200 " 249	5	1,000	2	200 " 249	6	1,200
3	150 " 199	1	175	3	150 " 199	6	900
4	100 " 149	5	625	4	100 " 149	9	900
5	50 " 99	9	650	5	50 " 99	3	170
6	Under 50	30	945	6	Under 50	2	40
	Total	142	97,642		Total	49	19,235

ST. LAWRENCE

1	250 to 2,347	98	89,286	1	250 to 1,114	68	33,433
2	200 " 249	6	1,280	2	200 " 249	11	3,560
3	150 " 199	16	2,660	3	150 " 199	26	6,730
4	100 " 149	14	1,730	4	100 " 149	46	5,560
5	50 " 99	14	1,015	5	50 " 99	18	1,430
6	Under 50	28	805	6	Under 50	10	275
	Total	176	96,776		Total	179	50,988

RIDEAU, OTTAWA AND

1	250 to 371	2	690	1	250 to 250	1	250
2	200 " 249			2	200 " 249	3	600
3	150 " 199	3	480	3	150 " 199	24	4,080
4	100 " 149	5	580	4	100 " 149	42	5,040
5	50 " 99	4	245	5	50 " 99	17	1,225
6	Under 50	40	1,005	6	Under 50	18	455
	Total	54	3,000		Total	105	11,650

passed through the following Canals, during the Season of Navigation in 1916.

MARIE CANAL.

UNITED STATES.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
	Tons.				Tons.		
1	5,000 to 6,498	67	365,748	1	5,000 to		
2	4,000 " 5,000	74	343,350	2	4,000 " 5,000		
3	3,000 " 4,000	97	338,900	3	3,000 " 4,000		
4	2,000 " 3,000	32	76,050	4	2,000 " 3,000		
5	1,000 " 2,000	19	30,450	5	1,000 " 2,000	1	1,950
6	Under 1,000	19	4,355	6	Under 1,000	13	1,815
	Total	308	1,158,853		Total	14	3,765

CANAL.

1	250 to 3,792	87	93,367	1	250 to 2,070	13	9,645
2	200 " 249	4	850	2	200 " 249	3	625
3	150 " 199	3	500	3	150 " 199	4	675
4	100 " 100	8	850	4	100 " 149	3	350
5	50 " 99	16	1,050	5	50 " 99	5	380
6	Under 50	19	445	6	Under 50	2	15
	Total	137	97,062		Total	30	11,690

CANALS.

1	250 to 3,200	63	69,278	1	250 to 800	13	5,190
2	200 " 249	4	870	2	200 " 249	1	220
3	150 " 199	3	500	3	150 " 199	3	490
4	100 " 149	4	450	4	100 " 149	30	3,430
5	50 " 99	10	765	5	50 " 99	79	6,970
6	Under 50	6	125	6	Under 50	4	130
	Total	90	71,988		Total	130	16,430

CHAMBLY CANALS.

1	250 to			1	250 to		
2	200 " 249			2	200 " 249		
3	150 " 199			3	150 " 199	6	1,000
4	100 " 149			4	100 " 149	99	11,000
5	50 " 99	1	50	5	50 " 99	271	25,570
6	Under 50	1	25	6	Under 50	2	90
	Total	2	75		Total	378	37,660

APPENDIX

DOMINION CANALS

The canal systems of the Dominion, under government control in connection with lakes and navigable rivers, are as follows:—

First—The through route between Montreal and the head of Lake Superior (14 *feet minimum depth of water.*)

	Miles.
1. Lachine canal	8½
Lake St. Louis and river St. Lawrence	16
2. Soulanges canal	14
Lake St. Francis and river St. Lawrence	31
3. Cornwall canal	11¼
River St. Lawrence	5
4. Farran's Point canal	1½
River St. Lawrence	9½
5. Rapide Plat canal	3⅜
River St. Lawrence	4
6. Galops canal	7⅓
River St. Lawrence and lake Ontario	228
7. Welland canal	26¾
Lake Erie, Detroit river, lake St. Clair, lake Huron, etc	574
8. Sault Ste. Marie canal	1¼
Lake Superior to Port Arthur	272
Total	1,214
To Duluth	1,336
Chicago	1,240

Second.—Ottawa to lake Champlain.

1. Grenville. 2. Carillon. 3. St. Anne's. 4. Chambly. 5. St. Ours canals.

Third.—Ottawa to Kingston and Perth.

1. Rideau canal.

Fourth.—Lake Ontario at Trenton to lake Huron at mouth of river Severn.

1. Trent canal (not completed).

Fifth.—Ocean to Bras d'Or lakes.

1. St. Peter's canal.

RIVER ST. LAWRENCE AND LAKES.

The river St. Lawrence with the system of canals established on its course above Montreal, and the lakes Ontario, Erie, St. Clair, Huron and Superior, with connecting canals, afford a course of water communication extending from the Straits of Belle Isle to Port Arthur, at the head of lake Superior, a distance of 2,217 statute miles. The distance to Duluth is 2,339 statute miles. The distance to Chicago, 2,243 miles.

From the straits of Belle Isle, at the mouth of the St. Lawrence, to Montreal, the distance is 1,003 miles. From Quebec to Montreal, the distance is 160 miles. Owing to the shallowness of the waters on a portion of the river between these two places, particularly through lake St. Peter, vessels drawing more than from ten to twelve feet were formerly barred from passage for the greater part of the season of navigation. In 1826, the question of deepening the channel was first definitely mooted, but it was not until 1844 that any dredging operations were begun. In that year, the deepening of a new straight channel was commenced, but the scheme was abandoned in 1847. In 1851 the deepening of the present channel was begun. At that time the depth of the channel at low water was 10 feet 6 inches. By the year 1869, this depth had been increased to 20 feet, by 1882 to 25 feet, and by the close of 1888 the depth of 27½ feet, at low water, was attained for a distance of 108 miles from Montreal to a point within tidal influence. This work is now being continued by the government of Canada, which in 1888, under the provisions of the Act 51 Vic., ch. 5, of that year assumed the indebtedness. The channel has a minimum width of 300 feet, extending to 550 feet at points of curvature. The channel is lighted and buoyed.

Navigation, which is closed by ice during the winter months, opens about the end of April.

Montreal has by this work been placed at the head of ocean navigation, and here the canal systems of the river St. Lawrence begin, overcoming the various rapids by which the river channel upwards is obstructed, and giving access through the St. Lawrence canals, the Welland canal, the great lakes and the Sault Ste. Marie canal, to the head of lake Superior.

The difference in level between the point on the St. Lawrence, near Three Rivers, where tidal influence ceases, and lake Superior is about 600 feet.

The Dominion canals, constructed between Montreal and lake Superior are the Lachine, Soulanges, Cornwall, Farran's Point, Rapide Plat, Galops, Murray, Welland and Sault Ste. Marie. Their aggregate length is 74 miles; total lockage (or height directly overcome by locks), 553¼ feet. The number of locks through which a vessel would pass in its passage from Montreal, at the head of ocean navigation, to the head of lake Superior is 48. The Soulanges canal takes the place of the Beauharnois canal; the latter may be abandoned for navigation purposes.

Communication between lakes Huron and Superior is obtained by means of the Canadian Sault Ste. Marie canal, and also by the St. Mary's Falls canal, situated on the United States side of the river St. Mary. Both these canals are free of toll.

It is important to note that the enlargement of the canals on the main route between Montreal and lake Erie comprises locks of the following minimum dimensions: Length, 270 feet; width, 45 feet; depth of water on sills, 14 feet. The length of the vessels to be accommodated is limited to 255 feet. At Farran's in the canal of that name, the lock is 800 feet long. A similar lock is built at Iroquois on the Galops Canal, the object being to pass a full tow at one lockage.

LACHINE CANAL.

First construction commenced	1821
" completed	1825
First enlargement commenced	1843
" completed	1848
Second enlargement commenced	1873
" completed	1901
Length of canal	8½ statute miles.
Number of locks	5
Dimensions of locks	270 feet by 45 feet.
Total rise of lockage	45 "
Depth of water on sills two locks	18 "
" " three locks	14 "
Average width of new canal	150 "

The old lift locks, 200 feet by 45 feet, are still available, with 9 feet of water on mitre sills.

The canal consists of one channel, with two distinct systems of locks, the old and the enlarged. There are two lock entrances at each end.

The canal extends from the city of Montreal to the town of Lachine, overcoming the St. Louis rapids, the first of the series of rapids which bars the ascent to the river St. Lawrence. They are 1,006 miles distant from the Straits of Belle Isle.

SOULANGES CANAL.

Construction commenced	1892
Open for traffic	1899
Length of canal	14 statute miles.
Number of locks, lift	4
" guard	1
Dimensions of locks	280 feet by 45 feet.
Total rise of lockage	84 "
Depth of water on sills	15 "
Breadth of canal at bottom	100 "
" " water surface	164 "
Number of arc lights	219 of 2,000 c.p. each.

The canal extends from Cascade point to Coteau landing, overcoming the Cascade rapids, Cedar rapid and Coteau rapids.

From the head of the Lachine to the foot of the Soulanges, the distance is sixteen miles.

CORNWALL CANAL.

First commenced, 9 feet	1844
First opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	11 statute miles.
Number of locks	6
Dimensions of locks	270 feet by 75 feet.
Total rise of lockage	48 "
Depth of water on sills	14 "
Breadth of canal at bottom	90 "
" " water surface	154 "

The old lift locks, 200 feet by 55 feet, are also available, with nine feet of water on mitre sills.

From the head of the Soulanges to the foot of the Cornwall canal there is a stretch through lake St. Francis of 31 miles, which is being made navigable for vessels drawing fourteen feet.

The Cornwall canal extends past the Long Sault rapids from the town of Cornwall to Dickinson's landing.

WILLIAMSBURG CANALS.

The Farran's Point, Rapide Plat, and Galops canals are collectively known as the Williamsburg canals.

FARRAN'S POINT CANAL.

First commenced, 9 feet	1844
Opened	1847
Enlargement commenced	1897
" completed	1900
Length of canal	1½ miles.
Number of locks	1
New lock	800 feet by 45 feet.
Old lock	200 " "
Total rise of lockage	3½ feet.
Depth of water on sills of new lock	14 "
" " old lock	9 "
Breadth of canal at bottom	90 "
" " water surface	154 "

From the head of the Cornwall canal to the foot of Farran's Point canal, the distance on the river St. Lawrence is five miles. The latter canal enables vessels ascending the river to avoid Farran's Point rapid, passing the full tow at one lockage. Descending vessels run the rapids with ease and safety.

RAPIDE PLAT CANAL.

First commenced, 9 feet	1844
First opened	1847
Enlargement commenced	1884
" completed	1897
Length of canal	3⅔ miles.
Number of locks	2
Dimensions of locks	270 feet by 45 feet.
Total rise in lockage	11½ "
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
" " surface of water	152 "

The old lift lock, 200 by 45 feet, is also available, with nine feet of water on mitre sills.

From the head of Farran's Point canal to the foot of Rapide Plat canal there is a navigable stretch of 9½ miles. This canal was formed to enable vessels ascending the river to pass the rapids at that place. Descending vessels run the rapids safely.

GALOPS CANAL.

First commenced, 9 feet	1844
Opened	1846
Enlargement commenced	1888
" completed	1903
Length of canal	7¾ miles.
Number of locks	3
Dimension of locks (one of which is a guard lock)	800 by 50. 270 by 45. 303 by 45.
Total rise of lockage	15½ feet.
Depth of water on sills	14 "
Breadth of canal at bottom	80 "
" surface of water	144 "

From the head of Rapide Plat canal to Iroquois, at the foot of the Galops canal, the St. Lawrence is navigable 4½ miles. The canal enables vessels to overcome the rapids at Pointe aux Iroquois, Point Cardinal and the Galops.

MURRAY CANAL.

Construction begun	1882
Completed	1890
Length between eastern and western pier heads	5½ miles.
Breadth at bottom	80 feet.
" water surface	124 "
Depth below lowest known lake level	11 "

No locks.

This canal extends through the Isthmus of Murray, giving connection westward between the head waters of the Bay of Quinte and Lake Ontario, and thus enabling vessels to avoid the open lake navigation.

WELLAND CANAL.

Main line from Port Dalhousie, lake Ontario, to Port Colborne, lake Erie.

	Old Line.	Enlarged or New Line.
Length of canal	27½ miles.	26¾ miles.
Pairs of guard-gates (formerly 3)	2	1
Number of locks — lift	26	25
Number of locks — guard	1	1
Dimensions	1 lock 270 x 45 1 lock 200 x 45 1 (tidal) 230 x 45 24 locks 150 x 26 ft. 6 in.	270 feet x 45 feet.
Total rise of lockage	326¾ feet.	326¾ feet.
Depth of water on sills	10¼ "	14 "
Construction commenced, 8 feet		1824
" completed		1833
Enlargement commenced, 14 feet		1872
" completed		1887

WELLAND RIVER BRANCHES.

Length of canal—	
Port Robinson cut to river Welland..	2,622 feet.
From the canal at Welland to the river, via lock at Aqueduct.....	300 "
Chippewa cut to river Niagara.....	1,020 "
Number of locks—one at Aqueduct and one at Port Robinson.....	2
Dimensions of locks.....	150 by 26½ feet.
Total lockage from the canal at Welland down river Welland.....	10 feet.
Depth of water on sills.....	9 " 10 inches.

GRAND RIVER FEEDER.

Length of canal.....	21 miles.
Number of locks.....	2
Dimensions of locks.....	1 of 150 by 26½ feet. 1 of 300 by 45 " 28 "
Total rise of lockage.....	10 feet
Depth of water on sills.....	9 "

PORT MAITLAND BRANCH.

Length of canal.....	1¾ miles.
Number of locks.....	1
Dimensions of locks.....	185 feet by 45 feet.
Total rise of lockage.....	7 "
Depth of water on sills.....	7½ "

The Welland canal has two entrances from lake Ontario, at Port Dalhousie, one for the old, the other for the new canal.

From Port Dalhousie to Allanburg, 11¾ miles, there are two distinct lines of canal in operation, the old line and the enlarged or new line.

From Allanburg to Port Colborne, a distance of 15 miles, there is only one channel, the old canal having been enlarged.

From the head of the Welland canal there is a deep water navigation through lake Erie, the Detroit river, lake St. Clair, the St. Clair river, lake Huron and river St. Mary to the Sault canal, a distance of about 580 miles. From the Sault the distance through lake Superior to Port Arthur is 274 miles, and to Duluth 397 miles.

SAULT STE. MARIE CANAL.

Construction commenced.....	1888
Opened for traffic.....	1895
Length of canal, between the extreme ends of the entrance piers.....	7,472 feet.
Number of locks.....	1
Dimensions of locks.....	900 " by 60 feet.
Depth of water on sills (at lowest known water level).....	18 " 3 inches.
Total rise or lockage.....	18 "
Breadth of canal at bottom.....	141 " 8 inches.
Breadth at surface of water.....	150 "

This canal has been constructed through St. Mary's island, on the north side of the rapids of the river St. Mary, and, with that river, gives communication on Canadian territory between lakes Huron and Superior. The masonry pier of the bridge carrying the Canadian Pacific Railway over the canal, which stood in the channel of the canal, forming an obstruction to navigation, has been removed; the swing now spanning the full width of the channel or prism of the canal.

MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbour of Montreal to the port of Kingston, passing through the Lachine canal, the navigation section of the lower river Ottawa, and the Ottawa canals, to the city of Ottawa; thence by the river Rideau and the Rideau canal to Kingston, on lake Ontario—a total distance of 245⅝ miles.

After leaving the Lachine canal the works constructed to overcome difficulties of navigation are:—

Ottawa River Canals.

The Ste. Anne's lock.
Carillon canal.
Grenville canal.
Rideau canal.

The total lockage (not including that of the Lachine canal) is 509 feet (345 rise, 164 fall)—and the number of locks is 55.

The following table exhibits the intermediate distances from Montreal harbour:—

Sections of Navigation.	Intermediate Distance.	Total Distance from Montreal.
	Miles.	Miles.
The Lachine canal	8½	23½
From Lachine to Ste. Anne's lock	15	23⅝
Ste. Anne's lock and piers	⅛	50⅝
Ste. Anne's lock to Carillon canal	27	51⅞
The Carillon canal	¾	57⅛
The Carillon to Grenville canal	6¼	63⅜
The Grenville canal	5¾	119⅛
From the Grenville canal to the entrance of Rideau navigation	56	245⅛
Rideau navigation ending at Kingston	126¼	

STE. ANNE'S LOCK.

Construction commenced	1814
" completed	1816
Rebuilt of wood	1833
" in masonry	1843

	Old Lock.	New Lock.
Length of canal	⅛ mile.	⅛ mile.
Number of locks	1	1
Dimensions of locks	190 x 45 feet.	200 x 45 feet.
Total rise of lockage	3 feet.	3 feet.
Depth of water on sills	6 "	9 "

This work, with guide piers above and below, surmounts the Ste. Anne's rapids between Ile Perrot and the head of the Island of Montreal, at the outlet of that portion of the river Ottawa which forms the lake of Two Mountains, $23\frac{1}{2}$ miles from Montreal harbour.

THE CARILLON CANAL.

Construction commenced		1819
" completed		1833
Enlargement commenced		1871
" completed		1877
Length of canal	$\frac{3}{4}$ mile.	
Number of locks	2	
Dimensions of locks	200 x 45 feet.	
Total rise of lockage	16 feet.	
Depth of water on sills	9 "	
Breadth of canal at bottom	100 "	
" " water surface	110 "	

This canal overcomes the Carillon rapids.

From Ste. Anne's lock to the foot of the Carillon canal there is a navigable stretch of 27 miles, through the lake of the Two Mountains and river Ottawa.

By the construction of the Carillon dam across the river Ottawa the water at that point is raised 9 feet, enabling the river above to be used for navigation.

GRENVILLE CANAL

Construction commenced		1819
" completed		1833
Enlargement commenced		1871
" completed		1887
Length of canal	$5\frac{3}{4}$ miles.	
Number of locks	5	
Dimensions of locks	200 x 45 feet.	
Total rise of lockage	$43\frac{3}{4}$ feet.	
Depth of water on sills	9 "	
Breadth of canal at bottom	40 to 50 feet.	
Breadth of canal at surface of water	50 to 80 "	

This canal, by which the Long Sault rapids are avoided, is about 56 miles below the city of Ottawa, up to which point the river Ottawa affords unimpeded navigation.

RIDEAU NAVIGATION.

Construction commenced		1826
" completed		1832

The Rideau system connects the river Ottawa, at the city of Ottawa, with the eastern end of lake Ontario, at Kingston.

Length of navigation waters	$126\frac{1}{4}$ miles.	
Number of locks going from Ottawa to Kingston	35 ascending, 14 descending.	
Total lockage $457\frac{1}{2}$ feet.	$292\frac{1}{4}$ rise and $165\frac{1}{4}$ fall.	at low water,

Dimensions of locks	134 x 33 feet.	
Depth of water on sills	5 feet.	
Navigation depth through the several reaches	5 "	
Breadth of canal reaches at bottom	60 "	in earth.
	54 "	in rock.
Breadth of canal at surface of water	80 "	in earth.

PERTH BRANCH.

Construction commenced		1883
" completed		1892
Length of canal	7 miles.	
Number of locks	2	
Dimensions of locks	134 feet x 33 feet.	
Total rise of lockage	26 "	
Depth of water on sills	5 "	6 inches.
Length of dam	200 "	
Breadth of canal at bottom	40 "	in rock.
	60 "	in clay.
Breadth of canal at surface of water	80 "	

The Perth branch of the Rideau canal affords communication between Beveridge's bay, on lake Rideau and the town of Perth.

The summit level of the Rideau system is at upper lake Rideau, but several of the descending reaches are also supplied by waters which have been made tributary to them. The following description gives the source of supply:—

From the summit, the route towards Ottawa follows the Rideau river, and that towards Kingston follows the river Cataraqui. The supply of water for the canal is derived from the reserves given in detail below.

These may be divided into three systems, viz.:—

1. The summit level, supplied by the Wolfe lake system.

2. The eastern descending level to Ottawa, supplied by the river Tay system, discharging into lake Rideau.

3. The southwest descending level to Kingston, supplied by the Mud lake system formerly known as the Devil lake system, discharging into lake Openicon.

Lake Openicon receives the waters of Buck lake and Rock lake.

All these waters on the descending level, supplemented by those of lake Loughboro', flow into Cranberry lake, which, discharging through Round Tail outlet, forms the river Cataraqui. The river, rendered navigable by dams at various points, affords a line of navigation to Kingston.

RICHELIEU AND LAKE CHAMPLAIN.

This system, commencing at Sorel, at the confluence of the rivers St. Lawrence and Richelieu, 46 miles below Montreal, extends along the river Richelieu, through the St. Ours lock to the basin of Chambly; thence by the Chambly canal, to St. Johns, and up the river Richelieu to lake Champlain. The distance from Sorel to the boundary line is 81 miles.

At Whitehall, the southern end of lake Champlain is entered, and connection is obtained with the river Hudson, by which the city of New York is directly reached. From the boundary line to New York the distance is 330 miles.

The following table shows the distances between Sorel and New York:—

Section of Navigation.	Intermediate Distance.	Total Distances.
	Miles.	Miles.
Sorel to St. Ours lock	14	14
St. Ours lock to Chambly canal	32	46
Chambly canal	12	58
Chambly canal to boundary line	23	81
Boundary line to Champlain canal	111	192
Champlain canal to junction with Erie canal	66	258
Erie canal, from junction to Albany	7	265
Albany to New York	146	411

ST. OURS LOCK DAM.

Construction commenced	1844
" completed	1849
Length	$\frac{1}{8}$ mile.
Number of locks	1
Dimensions of lock	200 feet by 45 feet.
Total rise of lockage	5 "
Depth of water on sills	7 feet at low water.
Length of dam in eastern channel	300 "
Length of dam in western channel	690 "

At St. Ours, 14 miles from Sorel, the river Richelieu is divided by a small island into two channels. The St. Ours lock is in the eastern channel.

There is a navigable depth in the Richelieu of 7 feet between St. Ours lock and Chambly basin, a distance of 32 miles.

CHAMBLY CANAL.

Construction commenced		1831	
" completed		1843	
Length of canal	12 miles.		
Number of locks	9		
Dimensions of locks:—			
Guard lock, No. 1, at St. Johns	122 feet.		
Lift " 2	124 "	From $22\frac{1}{2}$ to 24 feet wide.	
" " 3, 4, 5, 6	118 "		
" " 7, 8, 9 combined	125 "		
Total rise or lockage	74 "		
Depth of water on sills	$6\frac{1}{2}$ "		
Breadth of canal at bottom	36 "		
Breadth of canal at surface of water	60 "		

This canal succeeds the 32 miles of navigable water between St. Ours lock and Chambly basin. The canal overcomes the rapids between Chambly and St. Johns.

TRENT CANAL.

The term 'Trent canal' is applied to a series of water stretches, which do not, however, form a connected system of navigation, and which, in their present condition, are efficient only for local use. By various works this local use has been extended, and by others, now in progress and contemplation, this will become a through route between lake Ontario and lake Huron.

The series is composed of a chain of lakes and rivers, extending from Trenton, at the mouth of the river Trent, on the bay of Quinte, lake Ontario, to lake Huron.

Many years ago the utilizing of these waters for the purpose of through water communication between lake Huron and lake Ontario was projected.

The course, as originally contemplated and modified, is as follows:—

Through the river Trent, Rice lake, the river Otonabee and lakes Clear, Stony, Lovesick, Deer, Buckhorn, Chemong, Pigeon, Sturgeon and Cameron to lake Balsam, the summit water, about 155 miles from Trenton; from lake Balsam by a canal and the river Talbot to lake Simcoe; thence by the river Severn to Georgian bay, lake Huron; the total distance being about 200 miles of which only about 15 or 20 miles will be actual canal.

The full execution of the scheme, commenced by the Imperial Government in 1837, was deferred. By certain works, however, below specified, sections of these waters have been made practicable for navigation, and the whole scheme is now being carried out. A branch of the main route, extending from Sturgeon lake south, affords communication with the town of Lindsay, and, through lake Scugog to Port Perry, a distance of 174 miles from Trenton.

The following table gives the distance of navigable and unnavigable reaches:

From Trenton, bay of Quinte to Nine Mile rapids:—		
Nine Mile rapids to Percy landing.....	19½	9
Percy landing to Heeley's Falls dam.....	—	14½
Heely's Falls dam to Peterborough.....	51¾	—
Peterborough to Lakefield.....	—	9½
Lakefield to a point across Balsam lake..	61	—
	132¼	33
Total distance, bay of Quinte to a point across Balsam lake		165¼
From Sturgeon point on Sturgeon lake, 48¾ miles from Lakefield, the branch through the town of Lindsay to Port Perry at the head of lake Scugog.....		27

The works by which the Trent navigation has been improved comprise canals, with locks and bridges, at Young's point, Burleigh rapids, Lovesick, Buckhorn rapids, Bobcaygeon, Fenelon falls and Rosedale; also dams at Lakefield, Young's point, Burleigh falls, Lovesick, Buckhorn, Bobcaygeon and Fenelon falls. By these works there is afforded communication between Lakefield, 9½ miles from Peterborough, and Balsam lake, the headwaters of the system; opening up a total of about 160 miles of direct and lateral navigation.

At Lakefield, 9½ miles from Peterborough, the dam at the head of the Nine mile rapids of the river Otonabee maintains navigation on Lake Katchewannoe up to Young's point.

At Young's point, 5 miles from Lakefield, the dam between Lake Katchewannoe and Clear lake controls the water level through Clear and Stony lakes up to the foot of the Burleigh canal.

At Burleigh rapids, 10 miles from Young's point, a canal, about 2¼ miles in length, passes the Burleigh and Lovesick rapids, and gives communication between Stony lake and Deer bay.

At Buckhorn, 7 miles from Burleigh rapids, there is a canal about one-fourth of a mile long.

At Bobcaygeon, 15¾ miles from Buckhorn rapids, a dam, 553 feet long, controls the water level to Fenelon falls.

At Fenelon falls, 15 miles from Bobcaygeon, a canal about one-third of a mile in length connects Sturgeon lake with Cameron lake.

The following is a list of the locks, with their dimensions:—

1 Lock at Rosedale (maintained by the Ontario government), 100′ x 30′ x 4′ 6″ to 6′ 6″ depth water on mitre sill.

2	Locks at	Fenelon	134′x33′x5′ 0″ to 7′ 6″	deep water on mitre sill.	
1	"	Lindsay	134′x33′x5′ 0″ to 7′ 6″	"	"
1	"	Bobcaygeon	134′x33′x5′ 8″ to 7′ 0″	"	"
1	"	Buckhorn	134′x33′x5′ 0″ to 9′ 0″	"	"
1	"	Lovesick	134′x33′x5′ 0″ to 9′ 4″	"	"
2	"	Burleigh	134′x33′x6′ 0″ to 8′ 0″	"	"
1	"	Young's pt.	134′x33′x5′ 0″ to 14′ 0″	"	"
1	"	Peterborough	134′x33′x5′ 0″ to 10′ 0″	"	"
1	"	Hastings	134′x33′x7′ 0″ to 10′ 6″	"	"
1	"	Chisholms	134′x33′x5′ 0″ to 8′ 6″	"	"
12					

ST. PETER'S CANAL, CAPE BRETON.

Construction commenced	1854
" completed	1869
Enlargement begun	1875
" completed	1881
Length of canal, about 2,600 feet.	
Breadth of water line	50 feet.
Lock	One tidal lock, 4 prs. of gates.
Dimensions	200 feet by 48 feet.
Depth of water on sills	18 feet at lowest water.
Depth through canal	19 "
Extreme rise and fall of tide in St. Peter's bay	7 "

This canal connects St. Peter's bay on the northern side of Cape Breton, Nova Scotia, with the Bras d'Or lakes. It crosses an isthmus half a mile in width and gives access to the Atlantic.

BEAUHARNOIS CANAL.

Construction begun	1842
" completed	1845
Length of canal	12 statute miles.
Number of locks	9
Dimensions of locks	200 feet by 45 feet.
Total rise or lockage	82½ "
Depth of water on sills	9 "
Breadth of canal at bottom	80 "
Breadth of canal at water surface	120 "

As the new Soulanges canal is now opened for navigation, the Beauharnois canal is abandoned for navigation purposes.

EARLIER CANALS.

A system of three canals preceded the Beauharnois. These were:—

COTEAU DU LAC CANAL.

Construction	1779
" completed	1780

SPLIT ROCK CANAL.

Construction commenced	1779
" completed	1780

CASCADE POINT CANAL.

Construction commenced	1782
" completed	1783

The locks were 20 x 6 feet, and provided for a draft of 2 feet. In 1814 the work of widening them to 12 feet was begun, and finished in 1817.

Two canals were also constructed off Burlington bay, Ontario. They were:—

BURLINGTON BAY CANAL.

Construction commenced	1825
" completed	1832

DESJARDINS CANAL.

Construction commenced	1826
" completed	1837

Neither of these canals required locks. They have for many years been abandoned. The depth of water provided in the first instance was 7½ feet.

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RAILWAY STATISTICS

OF THE

DOMINION OF CANADA

FOR THE

YEAR ENDED JUNE 30

1916

(From sworn Returns furnished by the several Railway Companies.)

PRINTED BY ORDER OF PARLIAMENT.

OTTAWA
PRINTED BY J. DE L. TACHÉ,
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY,
1917

No. 20*b*—1917.]

To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to present to Your Excellency the Annual Report of the Comptroller of Statistics for the year ended June 30, 1916.

F. COCHRANE,
Minister of Railways and Canals.

To the Honourable F. COCHRANE,

Minister of Railways and Canals.

SIR,—I have the honour to submit the annual report of the Comptroller of Statistics in relation to the railway interests of Canada for the year ended June 30, 1916.

I have the honour to be, sir,

Your obedient servant,

A. W. CAMPBELL,

Deputy Minister of Railways and Canals.

OFFICE OF THE COMPTROLLER OF STATISTICS,

OTTAWA, December 30, 1916.

A. W. CAMPBELL, Esq., C.E.,

Deputy Minister of Railways and Canals.

SIR,—I have the honour to submit to you herewith Railway Statistics for the year ended June 30, 1916.

Despite the abnormal conditions produced by the European war, the railways of Canada made large gains over the preceding year in operating mileage and gross earnings.

Tabular statements follow which give in detail the facts dealt with in this introductory summary.

ELECTRIC RAILWAYS.

Statistical information relating to electric railways will be found both in this introduction and in the tables which constitute the body of the report.

RAILWAY MILEAGE.

Operating railway mileage was increased by 1,851·61 during the year, bringing the total up to 37,434·05.

It was ascertained that about 3,150 miles of new line were under construction on June 30. It was not practicable to get information as to the precise state of the work on that date. The roads and extensions in process of being built are almost wholly in the western provinces. Probably 1,500 to 2,000 miles were actually in operation, but not brought upon an official reporting basis at the end of the statistical year.

The history of railway mileage in Canada is here brought down to the year 1916:—

Year.	Miles in operation	Year.	Miles in operation
1835	0	1876	5,218
1836	16	1877	5,782
1837	16	1878	6,226
1838	16	1879	6,858
1839	16	1880	7,194
1840	16	1881	7,331
1841	16	1882	8,697
1842	16	1883	9,577
1843	16	1884	10,273
1844	16	1885	10,773
1845	16	1886	11,793
1846	16	1887	12,184
1847	54	1888	12,163
1848	54	1889	12,628
1849	54	1890	13,151
1850	66	1891	13,838
1851	159	1892	14,564
1852	205	1893	15,005
1853	506	1894	15,627
1854	764	1895	15,977
1855	877	1896	16,270
1856	1,414	1897	16,550
1857	1,444	1898	16,870
1858	1,863	1899	17,250
1859	1,994	1900	17,657
1860	2,065	1901	18,140
1861	2,146	1902	18,714
1862	2,189	1903	18,988
1863	2,189	1904	19,431
1864	2,189	1905	20,487
1865	2,240	1906	21,353
1866	2,278	1907	22,452
1867	2,278	1908	22,966
1868	2,270	1909	24,104
1869	2,524	1910	24,731
1870	2,617	1911	25,400
1871	2,695	1912	26,727
1872	2,899	1913	29,304
1873	3,832	1914	30,795
1874	4,331	1915	35,578
1875	4,804	1916	37,434

The distribution of operating mileage in 1916, showing increases and decreases, was as follows:—

Provinces.	Miles.	Increases.	Decrease.
Nova Scotia	1,435·82	69·19	
Prince Edward Island	274·60		0·60
New Brunswick	1,956·56		5·83
Quebec	4,732·86	55·55	
Ontario	11,320·14	617·59	
Manitoba	4,309·59		188·02
Saskatchewan	5,378·33	51·19	
Alberta	3,894·18	720·47	
British Columbia	3,604·00	503·65	
Yukon	101·71		
In United States	426·26	28·42	
Total	37,434·05	2,046·06	194·45

The mileage recorded in the foregoing table as being in the United States relates to lines which are connecting links between Canadian systems beginning and ending in Canada. The so-called short line of the Canadian Pacific, which runs across the State of Maine is an example.

The following statement shows the growth of railway mileage in the various provinces since 1907:—

Provinces.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Ontario	7,638	7,933	8,229	8,230	8,322	8,546	9,000	9,255	10,702	11,320
Quebec	3,516	3,574	3,663	3,795	3,882	3,883	3,986	4,043	4,677	4,733
Manitoba	3,074	3,111	3,205	3,221	3,446	3,520	3,993	4,076	4,498	4,310
Saskatchewan	2,025	2,081	2,631	2,932	3,121	3,754	4,651	5,089	5,327	5,378
Alberta	1,323	1,323	1,321	1,488	1,494	1,897	2,212	2,545	3,174	3,894
British Columbia	1,686	1,733	1,796	1,832	1,842	1,855	1,951	1,978	3,100	3,604
New Brunswick	1,503	1,509	1,547	1,522	1,518	1,545	1,545	1,839	1,962	1,957
Nova Scotia	1,329	1,344	1,351	1,351	1,354	1,357	1,359	1,365	1,367	1,436
Prince Edward Island	267	267	269	269	269	269	279	279	275	275
Yukon	91	91	91	91	102	102	102	102	102	102
In United States	.....	.....	.....	.....	.....	.....	225	224	398	426

The addition to second track in 1916 amounted to 37·98 miles, bringing the total up to 2,488·66.

Yard track and sidings increased from 7,852·05 in 1915 to 8,396·47 in 1916. The addition aggregated 544·42.

The totals of second track and yard track and sidings since 1907 are as follows:—

——	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Double track	1,067	1,211	1,464	1,543	1,610	1,752	1,984	2,293	2,451	2,489
Yard track and sidings	4,092	4,546	4,761	5,155	5,550	6,149	6,935	7,518	7,852	8,396

Combining single track, second track, and yard track and siding mileage, the totals since 1907 are as follow:—

Year.	Miles.	Increase.
1907	27,967	
1908	29,068	1,101
1909	30,329	1,261
1910	31,429	1,100
1911	32,559	1,130
1912	34,629	2,070
1913	38,223	3,594
1914	40,605	2,382
1915	45,885	5,280
1916	48,319	2,434

Tables 1, 2, and 3 will afford information in detail with respect to railway mileage.

RAILWAY CAPITAL.

Railways in operation reported a capitalization of $1,893,877,819, representing an increase for the year of $18,066,886.

The foregoing total was distributed under the following heads:—

Stocks	$ 848,269,488
Consolidated debenture stock (C.P.R.)	176,284,882
Funded debt	869,323,449
Total	$1,893,877,819

There was an increase for the year of $468,387 in stocks, and $17,598,544 in funded debt.

The distribution of funded debt was as follows:—

Bonds	$ 801,285,749
Miscellaneous obligations	6,205,200
Income bonds	25,275,000
Equipment trust obligations	36,557,500
Total	$ 869,323,449

In addition to the capitalization attaching to railways officially regarded as being in operation, following was the situation with respect to lines under construction:—

Stocks	$ 29,257,500
Funded debt	52,224,004
Total	$ 81,481,504

When the capitalization of lines in operation and lines under construction are combined, following is the result:—

Stocks	$ 877,526,988
Consolidated debenture stock	176,284,482
Funded debt	921,547,449
Total	$1,975,358,919

Table 4 will afford full details with regard to the foregoing capital liability.

In making any analysis whatever of railway capitalization in Canada, careful regard must be had to the situation as respects the mileage of lines in the hands of corporations, and mileage owned and operated by Government. The latter do not have stock nor bonds. For the year 1916 the mileage applicable to stocks, whether paying dividends or not, and excluding railways under state control, was 32,688. This was made up of 17,165 miles of line which paid dividends and 15,523 which did not. The results in this regard for the past four years have been as follows:—

STOCKS.

	1913.	1914.	1915.	1916.
	$ cts	$ cts	$ cts	$ cts
Dividend-paying	421,072,361 00	492,580,812 00	491,538,059 00	420,697,257 00
Non-dividend	308,302,155 00	360,529,841 00	356,262,042 00	427,572,156 00
Amount of dividends	27,333,373 00	30,434,601 00	32,341,331 00	32,277,874 00
Per cent on dividend-paying	6 45	6 17	6 58	7 68
Per cent on all stocks	3 72	3 56	3 81	3 81
Per mile, all stocks	28,741 00	30,138 00	27,358 00	25,950 00

FUNDED DEBT.

Outstanding for this purpose	477,820,834 00	617,561,386 00	851,724,905 00	869,323,449 00
Per mile of line affected	18,209 00	23,481 00	28,129 00	27,282 00

CONSOLIDATED DEBENTURE STOCK.

Amount outstanding (C.P.R.)	163,257,224 00	173,307,470 00	176,284,882 00	176,284,882 00
Interest	6,337,188 00	6,809,520 00	7,008,942 00	7,051,395 00
Per mile of line affected	14,187 00	14,503 00	13,746 00	14,239 00

The capitalization of mileage under construction is not included in the foregoing calculations.

The cost of Government owned and operated lines, for which no capitalization is given in foregoing statements, is shown in the following table:—

—	Miles.	Capital Cost.	Cost per Mile.
		$	$
Intercolonial	1,514	116,234,204	76,773
National Transcontinental	2,002	156,701,210	78,350
Prince Edward Island	275	10,842,894	39,429
Temiskaming and Northern Ontario	329	20,340,029	61,824
New Brunswick Coal and Railway	58	1,936,600	32,217
Total	4,178	306,053,937	

The foregoing cost includes equipment.

The following tabular statement shows the record of railway capitalization since 1876:—

Year.	Stocks.	Debenture Stock	Funded Debt.	Total.
	$	$	$	$
1876	180,955,657	.....	76,079,531	257,035,188
1877	182,578,994	.....	79,676,382	262,255,376
1878	191,331,767	.....	83,710,938	275,042,705
1879	192,674,553	.....	81,151,628	273,826,181
1880	189,956,177	.....	80,661,316	270,617,493
1881	199,527,981	.....	84,891,313	284,418,293
1882	216,468,465	.....	92,487,932	306,956,397
1883	269,092,615	.....	102,134,295	371,226,910
1884	285,077,822	.....	109,310,963	394,388,785
1885	312,183,162	.....	141,370,963	453,553,125
1886	317,141,948	.....	169,359,306	486,501,254
1887	324,128,738	.....	194,801,553	588,930,291
1888	327,493,882	.....	228,617,728	556,111,610
1889	332,559,672	.....	261,675,226	584,234,898
1890	338,177,386	.....	266,885,707	605,063,093
1891	339,769,786	.....	292,291,654	632,061,440
1892	344,400,282	.....	305,120,200	649,520,482
1893	371,847,287	.....	307,225,888	679,103,175
1894	361,760,508	.....	327,003,803	688,764,311
1895	361,449,590	.....	330,785,546	692,235,136
1896	361,075,340	.....	336,137,601	697,212,941
1897	367,611,048	.....	348,834,086	716,445,134
1898	378,141,790	.....	354,946,865	733,098,655
1899	391,300,360	.....	362,053,495	753,353,855
1900	410,326,095	.....	373,716,704	784,042,799
1901	424,414,314	.....	391,696,523	816,110,837
1902	460,401,863	.....	404,806,847	865,208,710
1903	483,770,312	.....	424,100,762	907,871,074
1904	492,752,530	.....	449,114,035	941,866,565
1905	526,353,951	.....	465,543,967	991,897,918
1906	561,655,395	.....	504,226,234	1,065,881,629
1907	588,563,591	.....	583,369,217	1,171,937,808
1908	607,891,349	.....	631,869,664	1,239,761,013
1909	647,534,647	.....	660,946,769	1,308,481,416
1910	687,557,387	.....	722,740,300	1,410,297,687
1911	749,207,687	.....	779,481,514	1,528,689,201
1912	770,459,351	.....	818,478,175	1,588,937,526
1913	755,316,516	163,257,224	613,256,952	1,531,830,692
1914	853,110,653	173,307,470	782,402,638	1,808,820,761
1915	847,801,101	176,284,882	851,724,905	1,875,810,888
1916	848,269,488	176,284,882	869,323,449	1,893,877,819

The relationship of dividends and net earnings to share capital during the past ten years is shown in the following table:—

Year.	Debenture Stock.	Interest on Debenture Stock.	Stocks.	Dividends on Stocks.	Per cent on Stocks.	Net Earnings.	Stocks and Debenture Stock.	Per cent
	$	$	$	$	$	$	$	
1907	.....	.....	588,568,591	12,760,435	2·17	42,989,537	588,568,591	7·30
1908	.....	.....	607,891,349	12,955,243	2·11	39,614,171	607,891,349	6·51
1909	.....	.....	647,534,647	19,230,126	2·97	40,456,252	647,534,647	6·24
1910	.....	.....	687,557,387	21,747,914	3·16	53,550,777	687,557,387	7·78
1911	.....	.....	749,207,687	30,577,740	4·08	57,698,709	749,207,687	7·70
1912	.....	.....	770,459,351	31,164,791	4·04	68,677,213	770,459,351	8·91
1913	163,257,224	6,337,188	755,316,516	27,333,373	3·72	74,671,160	918,573,740	8·13
1914	173,307,470	6,805,320	853,110,653	30,434,601	3·56	64,108,280	1,026,418,123	6·25
1915	176,284,882	7,008,942	847,801,101	32,341,337	3·81	52,111,973	1,024,085,983	5·09
1916	176,284,882	7,051,395	848,269,488	32,277,874	3·81	81,346,395	1,024,554,325	7·94

Net earnings in the foregoing statement are the difference between gross receipts and operating expenses. Net operating earnings, after deductions have been made for fixed charges and so on, will be found in Table 9 under the head of Income Account.

SESSIONAL PAPER No. 20b

AID TO RAILWAYS.

The cash aid received by railways in 1916 amounted to $1,240,434.97 and came wholly from the Dominion.

The particulars of aid given to railways since 1875 will be found in Table 5.

The account respecting cash subsidies stood, on June 30, as follows:—

Year.	Dominion.	Provinces.	Municipalities.
	$ cts.	$ cts.	$ cts.
1876	*18,564,352 37	4,203,240 43	5,384,005 70
1877	16,235,185 33	4,338,498 02	5,606,799 31
1878	26,438,914 96	14,292,002 29	5,877,078 63
1879	26,438,914 00	14,593,001 91	7,408,478 63
1880	32,761,920 65	17,639,206 60	8,310,944 63
1881	37,629,207 33	*a*16,676,266 29	8,395,944 63
1882	37,371,208 33	17,044,628 91	9,080,944 63
1883	49,548,639 93	18,342,102 80	9,617,055 94
1884	†78,123,918 18	19,836,055 93	9,875,055 94
1885	92,762,967 17	19,137,719 93	11,034,450 43
1886	87,426,814 52	19,338,679 93	11,320,892 43
1887	91,228,674 03	21,204,993 01	11,500,892 43
1888	*c*90,644,574 40	23,342,758 82	11,625,050 43
1889	91,888,491 21	24,036,306 80	11,699,724 43
1890	93,889,277 76	25,086,285 41	11,786,224 43
1891	‡96,529,524 07	25,731,965 43	11,907,009 43
1892	97,601,639 53	26,997,435 78	14,139,234 90
1893	100,422,165 09	28,229,355 49	14,272,456 99
1894	102,087,290 06	29,368,697 75	14,374,610 99
1895	†103,451,148 93	29,727,512 63	14,376,686 99
1896	101,961,763 91	30,055,946 30	14,463,756 99
1897	102,458,434 71	31,171,346 65	15,902,367 99
1898	103,878,261 66	31,495,555 48	15,928,167 99
1899	107,030,639 24	31,656,725 57	16,005,429 28
1900	107,760,795 70	31,310,170 06	16,173,303 45
1901	110,225,503 43	32,395,522 67	16,302,514 45
1902	112,324,091 13	33,145,320 84	16,539,104 03
1903	113,791,113 41	32,809,728 41	16,651,044 46
1904	115,875,668 31	34,496,917 84	17,346,634 36
1905	117,145,511 67	40,415,630 27	17,420,085 65
1906	118,474,316 04	43,278,022 12	17,576,538 15
1907	128,827,648 77	*b*35,132,130 80	17,601,945 77
1908	133,049,376 07	35,191,414 80	17,637,827 21
1909	135,549,987 71	35,588,526 15	17,824,823 60
1910	*d*146,932,179 71	35,837,060 16	17,983,823 60
1911	148,217,071 75	35,919,360 16	18,042,823 60
1912	*e*154,075,235 09	35,945,515 16	18,051,323 60
1913	163,251,469 42	36,500,015 16	18,078,673 60
1914	178,834,528 74	37,023,275 16	*f*17,914,836 40
1915	183,479,192 91	37,437,895 16	17,914,836 40
1916	184,719,627 88	37,437,895 16	17,914,836 40

*Included loan $2,311,666.67 to Northern Railway; not reported after this year.

†Included loan $29,880,912 to C. P. Railway; not reported later.

*c*Eastern extension $1,284,495.76 now included in I. C. Railway.

‡Incorrect total of $2,394,000 shown to the North Shore Railway.

*a*Decrease of $1,044,000 by N. B. Government to St. John and Maine Railway.

*b*This amount does not include the cost of the Temiskaming and Northern Ontario Railway ($10,570,549) as formerly.

*d*This includes $10,000,000 loaned to the Grand Trunk Pacific Railway Company under authority of chap. 19 of the statutes of 1909.

*e*This amount includes payments of $6,263,715.86 to the Grand Trunk Pacific under the Implement clause of the agreement between Government and the Company.

*f*This reduction is due to the repayment of a loan.

Included with the aid to the C.P.R., is the sum of $37,785,319.54 for lines built by Government and handed over to the Company. In that total is $6,639,581 for surveys.

The cash aid given by municipalities is shown, by provinces, in the following table:—

Year.	Ontario.	Quebec.	Nova Scotia.	New Brunswick.	British Columbia.	Manitoba.	Northwest Territories.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1875	3,774,620 13	513,000 00		127,500 00				4,415,120 13
1876	4,460,505 70	513,000 00		210,500 00				5,384,005 70
1877	4,748,299 31	635,000 00		223,500 00				5,606,799 34
1878	5,085,434 01	1,323,144 62	175,000 00	293,500 00				6,877,078 63
1879	5,407,934 01	1,532,044 62	175,000 00	293,500 00				7,408,478 63
1880	5,988,300 01	1,854,144 62	175,000 00	293,500 00				8,310,944 63
1881	5,988,300 01	1,864,144 62	250,000 00	293,500 00				8,305,944 63
1882	6,673,300 01	1,864,144 62	250,000 00	293,500 00				9,080,944 63
1883	6,948,411 32	2,125,144 52	250,000 00	293,500 00				9,617,055 94
1884	7,178,411 32	2,150,144 62	250,000 00	296,500 00				9,875,055 94
1885	8,027,805 81	2,195,144 62	250,000 00	296,500 00		265,000 00		11,034,450 43
1886	8,207,805 81	2,255,986 62	250,000 00	296,500 00		480,600 00		11,510,892 43
1887	8,055,305 81	2,380,986 62	250,000 00	296,500 00	37,500 00	480,600 00		11,500,892 43
1888	8,055,305 91	2,495,144 62	250,000 00	296,500 00	37,500 00	490,600 00		11,625,050 43
1889	8,055,305 81	2,569,818 62	250,000 00	296,500 00	37,500 00	490,600 00		11,699,724 43
1890	8,085,305 81	2,626,318 62	250,000 00	286,500 00	37,500 00	490,600 00		11,786,224 43
1891	8,120,305 81	2,644,418 62	277,685 00	336,500 00	37,500 00	490,600 00		11,907,009 43
1892	10,261,244 37	2,735,714 62	277,685 00	336,500 00	37,500 00	490,600 00		14,139,243 99
1893	10,289,453 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00		14,272,456 99
1894	10,391,607 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00		14,374,610 99
1895	10,393,683 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00		14,376,686 99
1896	10,480,753 37	2,840,718 62	277,685 00	336,500 00	37,500 00	490,600 00		14,463,756 99
1897	11,890,364 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00		15,902,367 99
1898	11,916,164 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,600 00		15,928,167 99
1899	11,971,164 37	2,865,718 62	281,685 00	336,500 00	37,500 00	490,000 00	22,261 29	16,005,429 28
1900	12,050,164 37	2,865,718 62	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,173,303 45
1901	12,102,164 37	2,942,939 62	370,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,302,514 45
1902	12,163,164 37	3,118,519 20	370,559 17	336,000 00	37,500 00	490,600 00	22,261 29	16,539,104 03
1903	12,189,104 80	3,118,519 20	456,559 17	336,500 00	37,500 00	490,600 00	22,261 29	16,651,044 46
1904	12,862,147 80	3,125,727 17	471,898 10	336,500 00	37,500 00	490,600 00	22,261 29	17,346,634 36
1905	12,930,290 81	3,126,036 08	471,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,420,085 65
1906	12,961 290 18	3,126,036 08	471,898 10	341,500 00	162,952 50	490,600 00	22,261 29	17,576,538 16
1907	12,966,197 80	3,127,536,08	481,898 10	341,500 00	171,952 50	490,600 00	22,261 29	17,601,945 77
1908	12,983 079 24	3,137,536 08	481,898 10	341,500 00	180,952 50	480,600 00	22,261 29	17,637,827 21
1909	13,161,075 63	3,137,536 08	481,898 10	341,500 00	189,952 50	490,600 00	22,261 29	17,824,823 60
1910	13,311 075 63	3,137,536 08	481,898 10	341,500 00	198,952 50	490,600 00	22,261 29	17,983,823 60
1911	13,361,075 63	3,137,536 08	481,898 10	341,500 00	207,952 00	490,600 00	22,261 29	18,042,823 60
1912	13,361,075 63	3,137,536 08	481,898 10	341,500 00	216,452 50	490,600 00	22,261 29	18,051,323 60
1913	13,361,075 63	3,158,136 08	481,898 10	341,500 00	223,202 50	490,600 00	22,261 29	18,078,673 60
1914	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40
1915	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40
1916	13,361,075 63	3,180,501 38	481,898 10	341,500 00	37,500 00	490,600 00	22,261 29	17,914,836 40

Following is an analysis of the various forms in which cash aid has been given to railways by the Dominion, by the provinces, and by municipalities:—

DOMINION.

Cash subsidies	$ 109,934,004 89
Loans	25,576,533 33
Cost of lines handed over to C.P.R.	37,785,319 97
Paid to Quebec Government	5,160,053 83
Implement clause, G.T.P. agreement	6,263,715 86
Total	$ 184,719,627 88

The purchase of Grand Trunk Pacific bonds aggregating $33,116,000, by the Government, could not properly be classified as cash aid. It is therefore omitted from this account, and appears in a later paragraph, among guarantees authorized.

The Dominion Government has also constructed and now operates, the Eastern Division of the National Transcontinental railway, on which an expenditure of $156,701,210 had taken place up to March 31, 1916.

PROVINCES.

Cash Subsidies	$ 29,940,865 16
Loans	7,197,030 00
Subscriptions to shares	300,000 00
Total	$ 37,437,895 16

NOTE—$4,447,000 was transferred from Subsidy to Loan Account.

MUNICIPALITIES.

Cash subsidies	$ 12,670,837 78
Loans	2,404,498 62
Subscriptions to shares	2,839,500 00
Total	$ 17,914,836 40

NOTE—A loan of $186,202.50 cancelled in 1914.

LAND GRANTS.

Following have been the land grants to railways:—

—	Acres.
By the Dominion	31,864,074
By the province of Quebec*	1,568,653
By the province of British Columbia	8,119,221
By the province of New Brunswick	1,647,772
By the province of Nova Scotia	160,000
By the province of Ontario	624,232
Total	43,983,952

*See explanatory paragraph.

In the case of the province of Quebec the land grants have been on a special basis, and it is therefore necessary to have in mind the following facts:—

Acres granted—convertible	13,324,950
Converted, at 52½ cents per acre	$6,995,599
Amount of conversion	$4,557,728
Acres granted—not convertible	10,360,934
Acres earned—not convertible	1,568,653

The facts with respect to grants of lands by the Dominion, as revised by the Railway Lands Branch of the Department of the Interior, are as follows:—

Name of Company.	Area earned Acres.
Alberta Railway & Irrigation Co (formerly North West Coal & Navigation Company)	1,114,368
Calgary and Edmonton Railway Co	1,888,448
Canadian Northern Railway Co., (Ry. from point on C.P.R. to Hudson Bay)	2,624,128
Canadian Northern Railway Co. (formerly Lake Manitoba Railway & Canal Co.)	798,400
Canadian Pacific Railway Co.—Main Line	18,206,986
C.P.R., Pipestone Extension, Souris Branch	200,320
C.P.R., Souris Branch	1,408,704
Great North West Central Railway Co. (formerly North West Central Ry. Co.)	320,000
Manitoba & North Western Railway Co	1,501,376
Manitoba South Western Colonization Railway Co	1,396,800
Canadian Northen Railway Co. (formerly Manitoba & South Eastern Ry. Co.)	680,320
Qu'Appelle, Long Lake & Saskatchewan Railroad and Steamboat Co	1,625,344
Saskatchewan & Western Railway Co	98,880
Total	31,864,074

The Dominion has not made any grants of lands in aid of railways since 1894.

GUARANTEES.

Guarantees of bonds have been substituted in large measure for other forms of aid during recent years. It has been most difficult to get an accurate statement of the facts in this regard, particularly as to the precise amount of outstanding liability. The following table is based on official reports from the Dominion and Provincial Governments:—

	Authorized.	Bonds Executed.	Guarantees Earned.
	$	$	$
Dominion	189,666,539	183,532,523	183,532,523
Manitoba	25,221,580	25,221,580	25,221,580
Alberta	58,736,750	42,700,450	42,700,450
Saskatchewan	47,725,000	24,655,507	23,670,450
Ontario	7,860,000	7,860,000	7,860,000
British Columbia	80,332,072	60,978,802	60,978,802
New Brunswick	7,763,000	7,763,000	6,431,562
Quebec	308,000	308,000	308,000
Total	417,612,941	353,019,862	350,703,367

It must be understood that $33,116,000 worth of Grand Trunk Pacific bonds purchased by the Dominion Government, and referred to in a preceding paragraph, is included with the amount of guarantees authorized, although in such case the guarantee does not apply. There is, however, no other way of recording the amount in this connection.

The facts for the preceding four years, as respects the amount of guarantees authorized, are as follows:—

—	1911.	1912.	1913.	1914.	1915.
	$	$	$	$	$
Dominion	52,439,865	91,983,553	95,486,590	188,965,063	188,965,063
Manitoba	20,899,660	20,899,660	24,059,447	25,221,580	25,221,580
Alberta	25,743,000	45,489,000	45,489,000	55,810,450	59,410,450
Saskatchewan	11,999,000	32,500,000	33,735,000	41,625,000	41,625,000
Ontario	7,860,000	7,860,000	7,860,000	7,860,000	7,860,000
Nova Scotia	5,022,000	5,022,000	5,022,000	.....	.....
British Columbia	23,196,832	38,946,832	59,262,072	80,322,072	80,332,072
New Brunswick	700,000	1,893,000	3,654,265	6,063,000	6,063,000
Quebec	476,000	476,000	392,000	392,000	392,000
Total	148,336,357	245,070,045	274,960,374	406,259,165	409,869,165

Following are the details according to official statements received from the Dominion and the various provinces:—

DOMINION.

The list of securities guaranteed by the Dominion prior to June 30, 1916, is as follows:—

1. The Canadian Northern Railway Company, chapter 7, Edward VII (1903).

The guarantee is for the principal of £1,923,287 sterling, and interest thereon at the rate of 3 per cent per annum for fifty years.

2. The Canadian Northern Railway Company, chapter 11, 7-8 Edward VII (1908).

The guarantee is for the principal of £1,622,586 19s. 9d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from July 20, 1908, interest payable half yearly.

3. The Canadian Northern Ontario Railway Company, chapter 6, 1-2 George V (1911).

The guarantee is for the principal of £7,493,835 12s. 4d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 19, 1911, interest payable half yearly, amount actually issued £7,350.-000.

4. The Canadian Northern Alberta Railway Company, chapter 6, 9-10 Edward VII (1910) as amended by chapter 8, 2 George V (1912).

The guarantee is for the principal of £647,260 5s. 6d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from May 4, 1910, interest payable half yearly.

5. The Grand Trunk Pacific Railway Company, chapter 71, 3 Edward VII (1903) and chapter 24, 4 Edward VII (1904) and chapter 98, Acts of 1905.

The guarantee is of 3 per cent bonds of the railway company to an amount equal to 75 per cent of the cost of construction of the Western Division of the

National Transcontinental railway, but not exceeding $13,000 per mile in respect of the Prairie section of the said railway. The amount of bonds issued and guaranteed is £7,200,000, of which £2,300,000 were issued in 1905, £2,000,000 in 1909, and £2,000,000 in 1910.

The total authorized issue was £14,000,000 and the balance of the issue not sold to the public—£6,800,000—was purchased by the Government under the authority of the Grand Trunk Pacific Bond Purchase Act, 1913. There is therefore no guarantee, as respects this part of the issue, outstanding.

6. The Canadian Northern Alberta Railway Company, chapter 6, 2 George V (1912).

The guarantee is for the principal of £733,561 12s. 10d. sterling debenture stock and interest thereon at the rate of 3½ per cent per annum for fifty years, from April 1, 1912, interest payable half yearly.

7. The Grand Trunk Pacific Railway Company, chapter 20 of the Acts of 1914.

Total guarantee authorized, $16,000,000, interest at 4 per cent. Sold to the public, $3,193,507; pledged with the Dominion Government against advances, $7,500,000; Pledged to Grand Trunk Railway Company, $5,306,493.

8. The Canadian Northern Railway Company, chapter 20 of the Acts of 1914.

Guarantee authorized, $45,000,000, at 4 per cent. Sold to the public, $17,033,333; pledged with the Dominion Government against advances, $12,500,000; pledged with Columbia Trust Coy., New York, against advances, $15,333,333.

ALBERTA.

Railway.	Authorized	Par Bond Value.	Mileage Executed by Government.	Par Bond Value.
Canadian Northern	899·8	$13,497,000 00	774·8	$11,022,000 00
Canadian Northern Western	1377·57	22,357,250 00	662·57	11,222,250 00
Grand Trunk Branch Lines Company	259·5	4,182,500 00	259·5	4,182,500 00
Edmonton, Dunvegan and British Columbia Railway	471·	9,420,000 00	350·	7,000,000 00
Alberta and Great Waterways	350·	7,000,000 00	350·	7,000,000 00
Central Canada	114·	2,280,000 00	100·	2,000,000 00
Lacombe & Blindman Valley	.....	.....	39·1	273,700 00
Totals	3,471·87	$58,736,750 00	2,535·97	$42,700,450 00

SASKATCHEWAN.

	No. of miles.	Guaranteed at $15,000 per mile.	Par value of bonds sold and hypothecated.	Par value of bonds earned.
Canadian Northern Railway Company	1,155	$17,325,000 00	$13,587,733 33	$11,715,300 00
Canadian Northern Saskatchewan Railway Co	255	3,825,000 00	1,174,813 33	941,850 00
Grand Trunk Pacific Branch Lines Company	760	11,400,000 00	9,892,960 00	11,013,300 00
Grand Trunk Pacific Saskatchewan Railway Co	605	9,075,000 00	nil.	nil.
Bridges and Terminals—				
Canadian Northern Saskatchewan Railway Co.	.....	1,000,000 00		
Grand Trunk Pacific Branch Lines Company...	.....	5,100,000 00		
Grand Trunk Pacific Saskatchewan Railway Co.				

ONTARIO.

To the Canadian Northern Ontario Railway Company—Guarantee of interest on bonds aggregating $7,860,000.

NOVA SCOTIA.

The aid given by the province of Nova Scotia to the Halifax and Southwestern Railway Company was not in the nature of a guarantee of bonds; but the facts of the case cannot very well be given under any other head. They are as follows:—

In the first instance the province advanced to the company $13,500 per mile on 257·25 miles of its railway. The company gave a mortgage to the province covering the railway system for the total amount so advanced, and for interest on advances during construction, but could redeem the mortgage by repaying the said sum of $13,500 per mile, less the sum of $3,200 per mile. The $3,200 per mile represents the sum which, under the provisions of a general Act on the subject, the province grants as a subsidy to a company constructing a railway.

This arrangement existed until the new arrangement was made under chapter 27 of the Acts of 1912, as amended by chapter 64 of the Acts of 1913. The new arrangement provided for releasing the original mortgage, for crediting the railway company with the $3,200 per mile, and interest thereon, for repayment to the company of the equivalent of £180,400 sterling which the company had paid as interest on the mortgage, and for adding that amount to the sums due by the company for principal. The equivalent of £180,400 sterling was paid to the Halifax and Southwestern Railway Company, but instead of being paid in cash it was paid by delivering to the company £180,400 of provincial debentures. The total amount the company owed the province under this arrangement was settled at $4,447,000, in which is included the equivalent of £180,400 sterling.

As security for that amount the company delivered to the province its bonds guaranteed by the Canadian Northern Railway Company, aggregating $4,447,000, these bonds being secured by a mortgage trust deed covering the railway system of the Halifax and Southwestern Railway Company, and the province still holds the bonds and collects the interest thereon as the same falls due.

Under the primary arrangement the railway company did not deliver bonds to the province, but merely executed the mortgage, which has been released and superseded by the new arrangement.

The advance of $13,500 per mile was not made by the province delivering bonds to the company; it was made in cash, the province having borrowed the money in London by the issue and sale of inscribed stock. The interest on the guaranteed bonds that the province now holds offsets within about one-quarter per cent the interest payable on the inscribed stock, this difference being accounted for by the fact that the stock was issued below par.

After the guaranteed bonds of the Halifax and Southwestern Railway Company are paid, the amount of provincial aid it will have received will have been $3,200 per mile.

BRITISH COLUMBIA.

Name of Railway.	Amount Authorized.	Amount Outstanding.
	$	$
Canadian Northern Pacific (Main lines)	26,000,000	26,000,000
" (Branch lines)	11,975,000	5,557,730
" (Terminals)	10,000,000	8,164,000
	47,975,000	40,171,730
Pacific Great Eastern Railway	20,160,000	20,160,000
Nakusp & Slocan Railway	647,072	647,072
	68,782,072	60,978,802

To the foregoing totals is added $11,550,000 of bonds of the Pacific Great Eastern authorized by the Legislature, but not actually issued on June 30.

NEW BRUNSWICK.

	Amount guaranteed.	Earned and paid.
	$ cts.	$ cts.
International	896,000 00	896,000 00
New Brunswick and Seaboard	297,000 00	297,000 00
Southampton	155,000 00	155,000 00
St. John and Quebec	4,250,000 00	3,597,898 70
St. John and Quebec	1,700,000 00	1,020,662 90
Fredericton and Grand Lake	465,000 00	465,000 00
Total	7,763,000 00	6,431,561 60

QUEBEC.

Guarantee of bonds of the Montreal and Western Railway Company to the amount of $392,000.

INCOME ACCOUNT.

Net operating revenue		$ 81,346,394 99
Outside operations—		
Revenue	$ 23,243,931 79	
Expenses	17,016,838 18	
Net revenue	$ 6,227,093 61	
Income—Other sources	10,772,980 61	17,000,074 22
		$ 98,346,469 21
Less Taxes		3,743,534 04
Gross corporate income		$ 94,602,935 17
Deductions—		
Lease of other roads	$ 3,816,815 68	
Other rents	4,701,481 29	
Interest on funded debt	14,912,099 60	
Other interest	2,056,900 37	
Sinking funds	9,733 33	
Other deductions	292,358 68	25,789,388 95
Net corporate income		$ 68,813,546 22
Disposal of net corporate income—		
Dividends—Common	$ 26,032,000 00	
Dividends—Preferred	17,471,736 70	
Additions and betterments	17,151 38	
Reserves	4,992 23	43,525,880 31
Balance to profit and loss		$ 25,287,665 91

It should be explained that the foregoing dividends are exaggerated by the inclusion of interest on the debenture stocks of both the Canadian Pacific and the Grand Trunk. Neither are properly classified as dividends. In the case of the Canadian Pacific, it is really interest on a debenture of such a peculiar class that it neither belongs to stocks nor funded debt. In the case of the Grand Trunk, the securities involved do not appear to differ in essence from an ordinary bond.

PUBLIC SERVICE OF RAILWAYS.

The volume of passenger and freight traffic in 1916 was the largest in the history of Canadian railways. The number of passengers was 49,027,671, and the tons of freight 109,659,088.

The history of passenger traffic since 1875 is as follows:—

Year.	Passengers carried.	Year.	Passengers carried.
1875	5,190,416	1896	14,810,407
1876	5,544,814	1897	16,171,338
1877	6,073,233	1898	18,444,049
1878	6,443,924	1899	19,133,365
1879	6,523,816	1900	21,500,175
1880	6,462,948	1901	18,385,722
1881	6,943,671	1902	20,679,974
1882	9,352,335	1903	22,148,742
1883	9,579,984	1904	23,640,765
1884	9,982,358	1905	25,288,723
1885	9,672,599	1906	27,989,782
1886	9,861,024	1907	32,137,319
1887	10,698,738	1908	34,044,992
1888	11,416,791	1909	32,683,309
1889	12,151,105	1910	35,894,575
1890	12,821,262	1911	37,097,718
1891	13,222,568	1912	41,124,181
1892	13,533,414	1913	46,230,765
1893	13,618,027	1914	46,702,280
1894	14,462,498	1915	46,322,035
1895	13,987,580	1916	49,027,671

The record of freight traffic is as follows:—

Year.	Tons of freight 2,000 lbs.	Year.	Tons. of freight, 2,000 lbs.
1875	5,670,837	1896	24,266,825
1876	6,331,757	1897	25,300,331
1877	6,859,796	1898	28,785,903
1878	7,883,472	1899	31,211,753
1879	8,348,810	1900	35,946,183
1880	9,938,858	1901	36,999,371
1881	12,065,323	1902	42,376,527
1882	13,575,787	1903	47,373,417
1883	13,266,255	1904	48,097,519
1884	13,712,269	1905	50,793,957
1885	14,659,271	1906	57,966,713
1886	15,670,460	1907	63,866,135
1887	16,356,335	1908	63,071,167
1888	17,172,759	1909	66,842,258
1889	17,928,626	1910	74,482,866
1890	20,787,469	1911	79,884,282
1891	21,753,021	1912	89,444,331
1892	22,189,923	1913	106,992,710
1893	22,003,599	1914	106,393,989
1894	20,721,116	1915	87,204,833
1895	21,524,421	1916	109,659,088

PASSENGER TRAFFIC.

Passengers carried 1 mile:—

1907	2,049,549,813	1912	2,910,251,636
1908	2,081,960,864	1913	3,265,656,080
1909	2,033,001,225	1914	3,089,031,194
1910	2,466,729,664	1915	2,483,708,745
1911	2,605,968,924	1916	2,727,122,648

Passengers carried 1 mile per mile of line:—

1907	90,921	1912	108,888
1908	90,654	1913	111,353
1909	84,342	1914	100,309
1910	99,742	1915	69,802
1911	102,597	1916	72,611

Passengers carried per mile of line:—

1907	1,431	1912	1,539
1908	1,481	1913	1,576
1909	1,355	1914	1,516
1910	1,451	1915	1,299
1911	1,560	1916	1,309

Average receipts per passenger per mile:—

	cents.		cents.
1907	1·911	1912	1·943
1908	1·920	1913	1·973
1909	1·921	1914	2·007
1910	1·866	1915	1·021
1911	1·944	1916	1·954

Passenger revenue:—

1907	$ 39,184,437	1912	$ 50,543,664
1908	39,992,503	1913	64,441,430
1909	39,073,488	1914	62,012,296
1910	46,018,880	1915	50,173,267
1911	50,566,894	1916	53,097,643

Passenger train revenue:—

1907	$ 45,730,652	1912	$ 65,048,187
1908	46,854,158	1913	74,431,994
1909	45,282,326	1914	72,564,203
1910	52,956,219	1915	60,699,935
1911	58,317,998	1916	66,763,261

Average receipts per passenger:—

1907	$1·219	1912	$1·375
1908	1·174	1913	1·394
1909	1·195	1914	1·328
1910	1·282	1915	1·083
1911	1·360	1916	1·083

Average number of passengers per train:—

1907	56	1912	62
1908	54	1913	62
1909	51	1914	59
1910	59	1915	50
1911	60	1916	53

Average number of passengers per car:—

1913	11	1915	14
1914	14	1916	14

Average number of cars per passenger train:—

1913	5·6	1915	5·4
1914	4·2	1916	5·5

Average passenger journey—miles:—

1907	64	1912	71
1908	61	1913	71
1909	62	1914	66
1910	69	1915	54
1911	70	1916	55

The average earnings from passenger train service per passenger train mile were $1·311, as compared with $1·229 in 1916.

The average earnings per passenger car mile were 23·7 cents. This includes all classes of cars forming a passenger train.

FREIGHT TRAFFIC.

Freight traffic aggregated 109,659,088 tons, representing an increase over 1915 of 22,454,250 tons, or 25·7 per cent.

Tons hauled 1 mile:—

1907	11,687,711,830	1912	19,558,190,527
1908	12,961,512,519	1913	23,032,951,596
1909	13,160,567,550	1914	22,063,294,685
1910	15,712,127,701	1915	17,661,309,723
1911	16,048,478,295	1916	28,195,364,264

Tons hauled 1 mile per mile of line:—

1907	518,486	1912	731,776
1908	564,378	1913	785,820
1909	545,991	1914	716,359
1910	635,321	1915	496,355
1911	631,829	1916	753,202

Average receipts per ton per mile:—

1907	0·815	1912	0·757
1908	0·723	1913	0·758
1909	0·727	1914	0·742
1910	0·739	1915	0·751
1911	0·777	1916	0·653

Average trainload—tons:—

1907	260	1912	325
1908	278	1913	342
1909	278	1914	353
1910	311	1915	344
1911	305	1916	411

Average number of loaded cars per freight train:—

1907	16·92	1912	18·19
1908	16·04	1913	18·00
1909	16·37	1914	18·40
1910	18·15	1915	18·06
1911	18·03	1916	19·65

Average number of tons per loaded car:—

1907	15·37	1912	17·87
1908	17·33	1913	19·01
1909	16·98	1914	19·18
1910	17·13	1915	18·43
1911	16·91	1916	20·91

Average length of haul—miles:—

1913	216	1915	202
1914	217	1916	199

Average revenue per ton:—

1913	$1·636	1915	$1·520
1914	1·614	1916	1·679

Following is the record of freight tonnage per mile of line since 1875:—

1875	1,180	1896	1,492
1876	1,213	1897	1,529
1877	1,186	1898	1,706
1878	1,266	1899	1,809
1879	1,217	1900	2,036
1880	1,381	1901	2,040
1881	1,646	1902	2,264
1882	1,561	1903	2,495
1883	1,385	1904	2,475
1884	1,335	1905	2,484
1885	1,361	1906	2,715
1886	1,329	1907	2,844
1887	1,342	1908	2,746
1888	1,412	1909	2,773
1889	1,420	1910	3,012
1890	1,581	1911	3,145
1891	1,572	1912	3,346
1892	1,524	1913	3,651
1893	1,466	1914	3,293
1894	1,326	1915	2,451
1895	1,347	1916	2,929

Under the head of Earnings will be found further information with respect to freight business for 1916.

Following is an analysis of the commodities which constituted the freight traffic of 1907 and the four succeeding years:—

—	1907	1908	1909	1910	1911
	Tons	Tons	Tons	Tons	Tons
Products of agriculture—					
Grain	5,776,731	5,270,935	6,837,506	7,435,573	7,545,516
Flour	1,402,386	1,565,008	1,758,894	1,916,934	2,124,080
Other mill products	654,179	835,877	1,156,871	1,037,282	1,166,323
Hay	803,918	643,695	861,265	1,084,966	1,611,621
Tobacco	10,042	23,235	26,462	40,880	51,672
Cotton	22,164	70,203	122,300	84,928	114,827
Fruit and vegetables	562,716	803,777	845,930	969,122	957,237
Other products of agriculture	289,525	183,237	354,835	321,666	238,260
Products of animals—					
Live stock	1,118,141	1,156,772	1,206,221	1,314,781	1,437,965
Dressed meats	400,900	455,580	554,984	546,791	561,220
Other packing-house products	463,647	444,841	436,529	277,739	369,906
Poultry, game and fish	128,432	151,100	175,081	154,820	189,201
Wool	23,472	33,318	37,236	28,814	42,602
Hides and leather	154,157	141,341	202,968	199,853	221,301
Other products of animals	180,517	89,407	194,468	242,208	378,507
Products of mines—					
Anthracite coal	1,635,628	3,735,141	4,600,514	7,498,509	6,017,858
Bituminous coal	11,085,060	12,320,584	11,647,728	9,166,572	12,514,372
Coke	547,303	845,702	1,061,829	1,384,254	1,416,632
Ores		2,209,860	2,953,353	3,147,487	3,636,607
Stones, sand, etc	2,083,336	2,538,333	3,096,416	4,084,968	4,417,290
Other products of the mines	178,985	243,054	377,087	381,112	483,922
Products of forests—					
Lumber	7,542,475	10,317,541	7,759,393	7,302,037	7,364,964
Other products of forests	2,687,160	2,594,685	3,835,614	5,766,903	5,873,383
Manufactures—					
Petroleum and other oils	270,810	390,331	464,953	500,167	591,651
Sugar	232,620	451,641	701,319	617,231	614,529
Naval stores	1,674	1,742	22,509	37,007	18,422
Iron, pig and bloom	304,136	583,948	593,950	889,881	887,801
Iron and steel rails	190,380	628,988	336,678	717,081	616,980
Castings and machinery	231,159	858,914	897,849	1,189,214	1,137,218
Bar and steel metal	87,958	353,802	337,866	568,901	939,916
Cement, brick and lime	1,393,792	1,421,678	1,789,994	2,254,934	2,495,178
Agriculture implements	223,664	281,834	306,724	434,928	540,061
Wagons, carriages, tools, etc	42,129	96,197	119,463	173,137	205,106
Wines, liquors and beers	191,576	209,912	238,808	245,626	274,162
Household goods and furniture	256,208	269,299	301,401	388,631	421,529
Other manufactures	4,448,535	1,105,433	1,682,078	1,997,541	4,840,434
Merchandise	2,309,084	2,008,267	2,393,285	2,518,190	2,438,089
Miscellaneous	5,533,426	6,935,135	6,234,272	7,073,078	4,981,385

Details with regard to commodities are here given for 1916 and the four preceding years:—

——	1912	1913	1914	1915	1916
	Tons	Tons	Tons	Tons	Tons
Products agriculture—					
Grain	9,741,671	10,386,282	11,473,733	9,159,793	18,957,627
Flour	2,303,607	2,374,198	2,432,673	2,514,609	3,184,922
Other mill products	1,387,624	1,310,167	1,347,491	1,486,665	1,685,147
Hay	2,130,803	1,172,022	1,182,804	1,211,835	1,323,954
Tobacco	68,737	65,489	49,819	38,580	47,694
Cotton	135,277	93,807	105,429	108,877	143,950
Fruit and vegetables	1,135,082	1,295,568	1,374,992	1,474,314	1,299,063
Other products of agriculture	398,144	499,269	403,539	391,236	463,354
Products of animals—					
Live stock	1,345,182	1,226,242	1,424,528	1,387,103	1,428,887
Dressed meats	591,232	616,274	587,174	608,062	630,992
Other packing-house products	392,046	371,663	358,607	395,364	615,701
Poultry, game and fish	204,421	263,760	292,734	282,856	360,892
Wool	34,320	40,684	38,867	41,156	105,912
Hides and leather	227,745	205,583	183,646	211,411	277,580
Other products of animals	364,334	449,357	457,944	430,705	486,395
Products of mines—					
Anthracite coal	5,938,466	8,485,652	6,624,763	6,477,642	7,057,628
Bituminous coal	15,027,311	17,930,653	18,384,819	16,114,480	18,122,835
Coke	1,166,874	2,010,198	1,552,298	1,171,427	1,772,854
Ores	3,190,470	4,348,666	4,570,745	3,524,211	5,610,548
Stone, sand, etc	5,186,763	6,359,395	6,211,671	4,841,415	3,801,874
Other products of mines	957,915	1,104,978	915,874	998,360	1,484,345
Products of forests—					
Lumber	8,129,314	9,590,068	8,809,572	7,985,885	8,551,087
Other products of forests	6,023,407	7,019,032	7,202,525	5,990,670	8,007,442
Manufactures—					
Petroleum and other oils	728,643	807,062	901,324	868,214	1,117,315
Sugar	635,757	820,252	779,276	707,714	744,866
Naval Stores	9,472	19,898	17,195	28,961	81,768
Iron, pig and bloom	1,104,177	1,394,725	1,227,528	488,216	1,259,343
Iron and steel rails	859,897	1,304,551	1,021,361	450,764	749,993
Castings and machinery	1,214,709	1,499,084	1,258,886	891,063	1,316,572
Bar and sheet metal	970,091	1,305,682	904,859	635,150	1,213,797
Cement, brick and lime	2,996,992	3,958,419	3,479,186	2,419,240	2,216,868
Agricultural implements	552,470	593,470	468,156	285,491	366,461
Wagons, carriages, tools, etc	252,638	286,069	275,060	339,749	516,368
Wines, liquors and beers	325,412	372,495	349,635	247,944	269,271
Household goods and furniture	424,242	493,629	459,990	295,496	366,399
Other manufactures	6,156,581	6,838,904	5,681,670	4,928,391	6,648,762
Merchandise	2,711,963	4,365,852	5,113,603	5,272,163	4,622,224
Miscellaneous	4,410,542	4,161,154	3,397,697	2,393,123	2,748,398

Separating the foregoing items into classes, and comparing the figures with those of preceding years, the result is as follows:—

——	1907.	1908.	1909.	1910.	1911.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products of agriculture	9,521,661	9,396,967	11,963,263	12,891,351	13,809,536
Products of animals	2,469,266	2,472,359	2,807,487	2,765,006	3,190,702
Products of mines	18,460,172	22,636,227	23,931,061	26,152,022	28,652,236
Products of forest	10,229,635	12,912,226	11,595,007	13,068,940	13,238,347
Manufactures	7,974,641	6,655,719	7,902,592	10,014,279	13,573,987
Merchandise	2,309,084	2,008,067	2,393,285	2,518,190	2,438,089
Miscellaneous	5,533,426	6,938,135	6,234,372	7,073,078	4,981,385
Totals	56,497,885	63,019,900	66,827,067	74,482,866	79,884,282

—	1912.	1913.	1914.	1915.	1916.
	Tons.	Tons.	Tons.	Tons.	Tons.
Products of agriculture	17,300,945	17,196,802	18,370,480	16,385,909	27,105,711
Products of animals	3,159,280	3,173,562	3,343,500	3,356,657	3,906,359
Products of mines	31,467,799	40,230,542	38,260,170	33,127,535	37,850,084
Products of forest	14,152,721	16,609,100	16,012,097	13,976,555	16,558,529
Manufactures	13,573,987	16,241,081	19,694,240	12,586,393	16,867,782
Merchandise	2,711,963	4,365,852	5,113,603	5,272,163	4,622,224
Miscellaneous	4,410,542	4,161,151	3,397,697	2,393,123	2,748,398
Totals	89,444,331	*106,992,710	a101,394,753	b 87,204,838	109,659,087

*Undistributed 1,561,457 tons. *a* Undistributed 63,176 tons. *b* Undistributed 106,503 tons.

Following is the ratio which each class bore to the total:—

—	1907.	1908.	1909.	1910.	1911.
Products of agriculture	16·85	14·91	17·91	17·31	17·17
Products of animals	4·37	3·92	4·21	3·71	4·00
Products of mines	32·68	35·92	35·81	35·11	35·87
Products of forest	18·11	20·49	17·35	17·54	16·57
Manufactures	14·11	10·56	11·82	13·44	17·00
Merchandise	4·08	3·18	3·58	3·39	3·06
Miscellaneous	9·79	11·02	9·32	9·50	6·33

—	1912.	1913.	1914.	1915.	1916.
Products of agriculture	19·34	16·31	18·11	18·79	24·72
Products of animals	3·53	3·01	3·29	3·75	3·56
Products of mines	35·18	38·16	37·73	37·89	34·52
Products of forest	15·82	15·75	15·79	16·03	15·10
Manufactures	18·16	18·68	16·6	14·76	15·38
Merchandise	3·03	4·14	5·4	6·04	4·22
Miscellaneous	4·94	3·95	3·0	2·74	2·50

The origin of freight in 1916 and three preceding years is shown in the following table:—

—	1913.	1914.	1915.	1916.
	Tons.	Tons.	Tons.	Tons.
Originating in Canada	56,829,297	57,873,657	49,257,996	62,950,122
Received from connecting roads	21,284,742	19,904,087	15,706,668	20,421,932
Received from U. S. roads	27,317,214	23,553,833	22,134,118	26,287,034
Undistributed	1,561,457	63,176	106,056	
Total	106,992,710	101,394,753	87,204,838	109,659,088

Table 12 will afford information in detail.

It will be observed that the net tonnage for 1916 was 89,237,156. A connecting road is defined as being a road operating within the boundaries of Canada. Traffic received from a United States road applies to all tonnage brought into Canada by roads operating on both sides of the boundary, as well as freight delivered at the boundary to a Canadian line.

EARNINGS AND OPERATING EXPENSES.

The gross earnings of Canadian railways in 1916 amounted to $263,527,157.42, which involved a gain of $63,684,085.29 over 1915.

Operating expenses had a total of $181,361,790.18. This represented an increase of $33,630,690.71 over the preceding year.

The ratio of operating expenses to gross earnings was 68·94, as compared with 73·94 in 1915.

Of the foregoing gross earnings, $1,638,503.45 attached to four special units which can scarcely be classified as railways. They are segregated in Table 9A. Of the operating expenses, $819,531.20 apply to the same corporations. For the calculations which follow gross earnings are reckoned at $261,888,653.97 and operating expenses at $180,542,258.98.

The following table gives the gross earnings and operating expenses, with the ratio borne by the latter to the former, since 1875:—

Year.	Gross Earnings.	Operating expenses.	Percentage of operating expenses to earnings.
	$	$	
1875	19,470,539	15,075,532	81·1
1876	19,358,084	15,802,721	81·8
1877	18,742,053	15,290,091	81·1
1878	20,520,078	16,100,102	78·4
1879	19,925,066	16,188,282	81·2
1880	23,561,447	16,840,705	71·0
1881	27,987,508	20,121,418	71·9
1882	29,027,789	22,390,708	77·1
1883	33,244,586	24,691,667	74·3
1884	33,421,705	25,595,341	76·5
1885	32,227,469	24,015,351	74·5
1886	33,389,381	24,117,582	72·4
1887	38,841,609	27,624,683	71·1
1888	42,159,152	30,652,046	72·7
1889	42,149,615	31,038,045	73·6
1890	46,843,826	23,913,350	70·2
1891	48,192,099	34,960,449	72·5
1892	51,685,768	36,488,228	70·5
1893	52,042,396	36,616,033	70·3
1894	49,552,528	35,218,432	71·7
1895	46,785,486	32,749,668	69·9
1896	50,545,569	35,042,654	69·3
1897	52,353,276	35,168,665	67·1
1898	59,715,105	39,137,549	65·5
1899	62,243,784	40,706,217	65·3
1900	70,740,270	47,699,798	67·4
1901	72,898,749	50,368,726	69·0
1902	83,666,503	57,343,592	68·3
1903	96,064,526	67,481,523	70·2
1904	100,219,436	74,563,161	74·4
1905	106,467,198	79,977,573	75·2
1906	125,322,865	87,129,434	69·5
1907	146,738,214	103,748,672	70·7
1908	146,918,314	107,304,143	73·0
1909	145,056,336	104,600,084	72·1
1910	173,956,217	120,405,440	69·2
1911	188,733,494	131,033,785	69·4
1912	219,403,753	150,726,540	68·7
1913	256,702,703	182,011,690	70·9
1914	243,083,539	178,975,259	73·6
1915	199,843,072	147,731,099	73·9
1916	263,527,157	180,542,259	68·9

EARNINGS.

The immediate difference between gross earnings and operating expenses was $81,346,394.99, which amount was swollen by additions from other sources and then decreased by proper deductions as presented under the head of Income Account.

Outside operations yielded gross receipts of $23,243,931.79, while income from other sources added a further sum of $10,772,980.61. Adding together these three items, a final total of $295,905,566.37 is reached. After making prescribed deductions a net corporate income of $68, 813, 546.22 was had for the year.

Appropriations for dividends, betterments, reserves, etc., left an ultimate credit balance to profit and loss of $25,287,665.91. The analysis will be found on a preceding page and in table 9.

Gross earnings per mile of line:—

1907	$6,536	1912	$8,210
1908	6,397	1913	8,751
1909	9,018	1914	7,894
1910	7,034	1915	5,616
1911	7,430	1916	6,943

Gross earnings per revenue train mile—all trains:—

1907	1·875	1912	$2·174
1908	1·791	1913	2·263
1909	1·816	1914	2·253
1910	2·036	1915	2·143
1911	2·103	1916	2·358

Net earnings per mile:—

1913	$2·549	1915	$1·465
1914	$2·082	1916	2·173

Freight earnings per ton:—

1907	$1·472	1912	$1·655
1908	1·486	1913	1·636
1909	1·432	1914	1·614
1910	1·560	1915	1·520
1911	1·561	1916	1·679

Earnings per passenger:—

1907	$1·219	1912	$1·375
1908	1·175	1913	1·394
1909	1·193	1914	1·328
1910	1·282	1915	1·083
1911	1·363	1916	1·083

Freight earnings per freight train mile:—

1907	$2·069	1912	$2·494
1908	2·008	1913	2·595
1909	2·041	1914	2·619
1910	2·316	1915	2·579
1911	2·376	1916	2·686

Passenger earnings per passenger train mile:—

1907	$1·263	1912	$1·390
1908	1·228	1913	1·413
1909	1·150	1914	1·386
1910	2·177	1915	1·016
1911	1·348	1916	1·311

A new classification of operating revenues was put in force on July 1, 1915. Gross earnings for 1916 came from the following sources:—

Rail line—		
Freight	$184,099,887 30	
Passengers	53,097,642 59	
Excess baggage	478,393 91	
Sleeping cars	2,478,864 56	
Parlour and chair cars	259,622 10	
Mail	3,049,539 96	
Express	6,845,234 69	
Other passenger trains	60,728 85	
Milk	493,234 12	
Switching	1,706,280 33	
Special service train	94,954 08	
Other freight train	108,893 40	
Total		$ 252,773,275 89
Water line—		
Freight	$ 136,443 76	
Passenger	60,058 55	
Excess baggage	117 60	
Other passenger service	150 28	
Express	6,596 36	
Special service	11,702 00	
Other	203,783 61	
Total		$ 418,852 16
Incidental—		
Dining and buffet	$ 2,527,322 70	
Hotel and restaurant	527,719 73	
Station, train, etc., privileges	77,898 39	
Parcel room	69,226 65	
Storage—freight	216,963 08	
Storage—baggage	65,118 58	
Demurrage	729,054 46	
Telegraph and telephone	155,057 82	
Grain elevators	1,120,840 09	
Stockyards	17,844 92	
Rents of buildings, etc	1,625,137 53	
Miscellaneous	1,518,168 63	
Total		$ 8,650,352 58
Joint facilities, Cr. bal		46,173 34
Gross earnings		$ 261,888,653 97

Gross earnings for the preceding six years came from the following sources:—

Gross Earnings.	1910.	1911	1912
	$ cts.	$ cts.	$ cts.
Passengers	46,018,879 56	50,566,893 98	56,543,636 60
Mails	1,799,887 80	1,869,413 89	1,914,720 39
Express	4,143,837 52	4,674,135 27	5,294,388 08
Baggage, parlour cars, etc	993,613 63	1,207,555 31	1,295,414 59
Freight	117,497,604 03	126,570,533 52	149,961,140 13
Station and train privileges	679,061 12	826,251 92	1,086,687 37
Telegraphs, rents, etc	2,823,333 47	3,018,709 92	3,307,738 63
	173,956,217 13	188,733,493 81	219,403,752 79

Gross Earnings.	1913.	1914.	1915.
	$ cts.	$ cts.	$ cts.
Passengers	64,441,429 99	62,012,296 46	50,173,267 29
Mails	2,074,910 22	2,500,175 88	3,026,773 41
Express	6,376,258 98	6,444,214 02	6,059,384 72
Baggage, parlor cars, etc	1,539,394 96	1,607,516 84	1,440,509 40
Freight	177,089,372 78	165,753,730 45	132,543,984 37
Station and train privileges	1,566,720 97	1,044,737 28	936,267 38
Telegraphs, rents, etc	3,614,615 42	3,720,868 11	3,718,565 96
	256,702,703 32	243,083,539 04	199,843,072 13

Gross earnings per mile of line since 1875 are shown in the following table:—

1875	$4,053	1896	$3,107
1876	3,710	1897	3,163
1877	3,241	1898	3,540
1878	3,296	1899	3,608
1879	2,905	1900	4,006
1880	3,275	1901	4,019
1881	3,818	1902	4,471
1882	3,338	1903	5,059
1883	3,471	1904	5,158
1884	3,253	1905	5,197
1885	2,993	1906	5,869
1886	2,831	1907	6,536
1887	3,188	1908	6,397
1888	3,466	1909	6,018
1889	3,388	1910	7,034
1890	3,562	1911	7,430
1891	3,483	1912	8,209
1892	3,549	1913	8,760
1893	3,468	1914	7,894
1894	3,171	1915	5,616
1895	2,928	1916	6,943

Owing to the adoption of entirely new methods of accounting in 1907, it is not practicable to carry comparisons with respect to earnings back of that year. The amounts credited to the several sources of revenue in preceding years, and the ratio they bore to the total, are shown in the following table:—

Year.	Passenger.	Per cent.	Freight	Per cent.	Mail and Express.	Per cent.	Other Sources.	Per cent.	Total.
	$		$		$		$		$
1875	6,410,934	32·92	12,073,570	62·00	693,250	3·56	292,784	1·51	19,470,539
1876	6,254,866	32·25	12,211,158	63·08	703,994	3·63	188,064	0·96	19,358,084
1877	6,458,493	34·46	11,351,264	60·40	744,741	3·97	217,554	1·12	18,742,053
1878	6,386,325	31·12	13,129,191	63·98	795,797	3·87	208,763	1·01	20,520,078
1879	6,459,598	32·41	12,509,093	62·77	789,926	3·96	166,448	0·83	19,935,066
1880	7,076,339	30·03	15,506,935	65·81	851,288	3·18	102,075	0·43	22,561,447
1881	8,223,254	29·34	18,666,982	66·69	946,159	3·37	145,332	0·51	27,987,508
1882	10,018,477	34·51	17,729,945	61·07	1,037,460	3·57	235,857	0·81	39,027,789
1883	10,583,119	31·69	21,320,208	64·13	1,108,208	3·33	261,423	0·78	33,244,586
1884	11,204,036	33·70	20,763,243	62·12	1,155,044	3·45	299,880	0·89	33,421,705
1885	10,559,796	32·76	19,962,058	61·94	1,283,307	3·98	422,306	1·31	32,227,469
1886	10,261,691	30·73	21,183,967	63·44	1,432,360	4·02	511,362	1·53	33,389,381
1887	11,867,597	30·55	24,581,047	63·28	1,575,157	4·05	771,992	1·98	38,841,609
1888	12,744,636	30·22	26,410,084	62·62	1,627,731	3·85	1,376,699	3·26	42,159,152
1889	13,242,708	31·41	26,671,049	63·27	1,681,162	3·98	554,694	1·29	42,149,615
1890	13,731,768	29·31	29,921,788	63·87	1,757,977	3·96	1,423,592	3·25	46,843,826
1891	14,286,408	29·64	30,548,645	63·38	1,904,961	3·95	1,452,083	3·01	48,192,099
1892	14,788,465	28·61	33,230,121	64·28	1,995,059	3·85	1,672,121	3·23	51,685,768
1893	15,087,299	29·12	32,935,028	63·28	2,151,769	4·13	1,868,298	3·59	52,042,396
1894	15,452,420	31·18	29,982,482	60·50	2,182,942	4·40	1,934,682	3·94	49,552,528
1895	13,311,440	28·42	29,545,490	63·15	2,198,460	4·43	1,730,096	3·68	46,785,486
1896	13,747,773	27·19	32,368,082	64·03	2,396,082	4·07	2,033,069	4·02	50,545,569
1897	13,929,346	26·48	33,522,102	62·88	2,624,573	5·01	2,278,106	4·35	52,353,276
1898	15,662,311	26·16	38,508,175	64·48	2,732,004	4·59	2,852,613	4·77	59,715,105
1899	15,929,583	25·59	40,101,036	64·42	2,842,681	4·56	3,370,483	5·41	62,243,784
1900	18,581,452	26·26	45,643,699	64·52	3,012,486	4·25	3,502,632	4·95	70,740,270
1901	19,396,302	26·60	46,665,103	64·01	3,105,457	4·25	3,731,885	5·12	72,898,749
1902	22,600,090	27·01	53,986,672	64·52	3,273,302	3·91	3,806,437	4·54	83,666,503
1903	24,862,109	25·88	63,089,448	65·67	3,596,145	3·53	4,716,823	4·91	96,064,526
1904	26,901,831	26·84	64,673,919	64·53	4,031,662	4·02	4,612,022	4·61	100,219,436
1905	28,959,649	27·20	68,203,320	64·13	3,961,769	3·07	5,342,549	5·01	106,467,198
1906	33,392,188	26·64	81,433,115	64·97	4,510,649	3·59	5,986,912	4·77	125,322,865

Details with respect to earnings are given in tables 6, 7, and 9 in the body of this report.

OPERATING EXPENSES.

The total operating expenses in 1916 was $180,542,258.98—an increase for the year of $32,811,159.51.

Operating expenses were equal to 68·9 per cent of gross earnings.

Per mile of line:—

	$		$
1875	3,138	1896	2,154
1876	3,038	1897	2,125
1877	2,644	1898	2,320
1878	2,586	1899	2,360
1879	2,361	1900	2,701
1880	2,341	1901	2,777
1881	2,744	1902	3,064
1882	2,575	1903	3,554
1883	2,578	1904	3,837
1884	2,492	1905	3,904
1885	2,229	1906	4,080
1886	2,045	1907	4,621
1887	2,267	1908	4,672
1888	2,520	1909	4,340
1889	2,458	1910	4,869
1890	2,503	1911	5,159
1891	2,526	1912	5,640
1892	2,505	1913	6,211
1893	2,440	1914	5,812
1894	2,254	1915	4,152
1895	2,050	1916	4,823

Per train mile—all trains:—

	Earnings per train mile.	Expenses per train mile.
	$	$
1899	1·192	0·779
1900	1·282	0·864
1901	1·366	0·944
1902	1·501	1·028
1903	1·591	1·117
1904	1·634	1·216
1905	1·614	1·213
1906	1·723	1·198
1907	1·953	1·381
1908	1·869	1·364
1909	1·816	1·309
1910	2·036	1·409
1911	2·103	1·460
1912	2·173	1·493
1913	2·263	1·604
1914	2·253	1·659
1915	2·144	1·585
1916	2·358	1·623

The distribution of operating expenses in 1916 was under the following heads:—

	$ cts.	Per cent.
Way and structures	36,040,945 06	19·96
Equipment	35,822,484 20	19·84
Traffic	5,560,515 12	3·08
Transportation—rail line	92,882,661 24	51·45
" —water line	184,824 13	0·10
Miscellaneous operations	3,279,588 42	1·81
General expenses	6,781,574 19	3·75
Transportation for investment—Cr.	10,333 38	0·01
Total	180,542,258 98	

It is impracticable to make accurate comparisons between the foregoing distribution of operating expenses and the figures of preceding years. The facts, however, are valuable, and are as follows:—

Operating expenses.	1910.		1911.		1912.	
	$ cts.	Per cent.	$ cts.	Per cent.	$ cts.	Per cent.
Way and structures	27,035,603 46	22·45	29,245,093 22	22·32	31,514,098 12	20·90
Equipment	26,002,301 30	21·59	26,127,638 12	19·94	29,811,510,09	19·78
Traffic expenses	4,366,176 92	3·63	4,831,744 50	3·69	5,293,699 75	3·51
Transportation	58,928,170 74	48·94	66,343,269 58	50·63	78,969,543 65	52·39
General expenses	4,073,188 00	3·39	4,487,039 53	3·42	5,137,688 26	3·42

Operating expenses.	1913.		1914.		1915.	
	$ cts.	Per cent.	$ cts.	Per cent.	$ cts.	Per cent.
Way and structures	35,933,322 78	19·74	35,292,226 82	19·71	28,762,906 91	19·47
Equipment	37,289,718 47	20·48	36,375,330 87	20·32	28,156,261 08	19·06
Traffic expenses	6,143,200 85	3·37	6,546,602 45	3·65	5,853,632 65	3·96
Transportation	96,688,264 42	53·12	94,119,066 73	52·58	77,985,272 92	52·79
General expenses	5,957,183 81	3·29	6,642,032 03	3·74	6,973,025 91	4·72
Total			178,975,258 90		147,731,099 47	

Details with respect to operating expenses by reporting railways will be found in table 8.

The various items making up operating expenses for 1916 were as follows:—

	$ cts.
Maintenance of Way and Structures—	
Superintendence	1,518,239 89
Roadway maintenance	5,501,862 42
Underground power tubes	
Tunnels and subways	26,538 14
Bridges, trestles, and culverts	2,235,950 24
Elevated structures	401 89
Ties	5,052,399 92
Rails	1,418,883 96
Other track material	969,832 14
Ballast	656,288 26
Tracklaying and surfacing	9,903,293 32
Right-of-way fences	345,154 02
Snow, and sand fences and snowsheds	571,002 73
Crossings and signs	82,549 87
Station and office buildings	1,625,453 90
Roadway buildings	166,667 36
Water stations	499,542 80
Fuel stations	113,233 52
Shops and enginehouses	792,976 26
Grain elevators	67,050 27
Storage Warehouses	2,148 69
Wharves and docks	182,347 45
Coal and ore wharves	27,201 42
Gas-producing plants	775 71
Telegraph and telephone lines	379,102 16
Signals and interlockers	253,006 80
Power Transmission systems	19,916 94
Miscellaneous structures	32,136 61
Paving	1,888 33
Roadway machines	92,121 30
Small tools and supplies	328,650 85
Removing snow, ice, and sand	2,487,191 71
Assessments for public improvements	53,280 36
Injuries to persons	106,124 15
Insurance	131,404 27
Stationery and printing	46,219 06
Other expenses	17,906 11
Maintaining joint tracks, yards, and other facilities—Dr.	995,782 60
Maintaining joint tracks, yards, and other facilities—Cr.	663,670 43
Total—Maintenance of Way and Structures	36,040,945 06
Maintenance of Equipment—	
Superintendence	943,062 42
Shop machinery	1,050,379 11
Power plant machinery	25,943 81
Power sub-station apparatus	10,284 94
Steam locomotives—repairs	11,821,950 66
Steam locomotives—renewals	1,207,194 58
Freight-train cars—repairs	11,079,746 06
Freight-train cars—renewals	2,056,284 22
Passenger-train cars—repairs	4,863,904 70
Passenger-train cars—renewals	672,692 23
Motor equipment of cars—repairs	33,589 56
Motor equipment—renewals	
Floating equipment—repairs	77,012 44
Floating equipment—renewals	4,792 73
Work equipment—repairs	848,868 06
Work equipment—renewals	633,562 34
Miscellaneous equipment—repairs	42 19
Miscellaneous equipment—renewals	
Injuries to persons	105,270 61
Insurance	80,463 03
Stationery and printing	86,513 12
Other expenses	154,458 90
Maintaining joint equipment at terminals—Dr.	254,019 28
Maintaining joint equipment at terminals—Cr.	184,550 79
Total—Maintenance of Equipment	35,822,484 20

	$ cts.
Traffic—	
Superintendence	1,381,215 75
Outside agencies	2,616,361 95
Advertising	794,706 72
Traffic associations	109,312 89
Fast freight lines	98,330 16
Industrial and Immigration Bureaus	58,686 63
Insurance	1,789 67
Stationery and printing	492,708 47
Other expenses	7,402 88
Total—Traffic	5,560,515 12
Transportation—Rail Line—	
Superintendence	2,518,630 63
Despatching trains	1,300,160 23
Station employees	12,548,814 40
Weighing, inspection, and demurrage bureaus	70,539 27
Coal and Ore wharves	41,416 02
Station supplies and expenses	1,271,230 61
Yard masters and yard clerks	902,747 36
Yard conductors and brakemen	3,456,414 33
Yard, switch, and signal tenders	321,076 09
Yard enginemen	2,125,814 54
Yard motormen	4,652 71
Fuel for yard locomotives	3,060,091 81
Yard switching power produced	5,610 93
Yard switching power purchased	1,440 87
Water for yard locomotives	140,770 90
Lubricants for yard locomotives	39,525 23
Other supplies for yard locomotives	49,062 14
Enginehouse expenses—yard	686,115 69
Yard supplies and expenses	107,042 76
Operating joint yards and Terminals—Dr	2,021,575 37
Operating joint yards and Terminals—Cr	1,110,482 64
Train enginemen	11,114,544 42
Train motormen	115,488 86
Fuel for train locomotives	24,901,094 61
Train power produced	37,402 46
Train power purchased	40,681 27
Water for train locomotives	1,283,306 52
Lubricants for train locomotives	354,728 51
Other supplies for train locomotives	289,754 73
Enginehouse expenses—train	3,186,465 01
Trainmen	11,780,994 45
Train supplies and expenses	3,721,734 21
Operating sleeping cars	1,176,380 64
Signal interlocking and operation	356,175 87
Crossing protection	208,348 83
Drawbridge operation	66,446 08
Telegraph and telephone operation	327,646 23
Operating floating equipment	328,532 01
Express servicep	81,240 65
Stationery and rinting	783,223 36
Other expenses	176,854 80
Operating joint tracks and facilities—Dr	349,613 05
Operating joint tracks and facilities—Cr	151,923 89
Insurance	62,130 86
Clearing wrecks	379,768 25
Damage to property	164,378 55
Damage to live stock on right-of-way	87,630 15
Loss and damage—freight	1,410,866 82
Loss and damage—baggage	14,806 47
Injuries to persons	672,098 21
Total Transportation—Rail Line	92,882,661 24
Transportation—Water Line—	
Operation of vessels	173,990 83
Operation of terminals	10,833 30
Incidental	
Total transportation—Water Line	184,82 13

	$ cts.
Miscellaneous Operations—	
Dining and buffet service	2,460,275 30
Hotels and restaurants	543,857 69
Grain elevators	249,486 07
Stockyards—Cr.	60 75
Producing power sold	69 05
Other miscellaneous operations	25,961 06
Total miscellaneous operations	3,279,588 42
General Expenses—	
Salaries and expenses of general officers	1,020,537 14
Salaries and expenses of clerks and attendants	2,265,285 93
General office supplies and expenses	294,843 15
Law expenses	660,151 80
Insurance	827,092 63
Relief Department expenses	25,879 70
Pensions	237,256 11
Stationery and Printing	251,862 41
Other expenses	1,174,374 08
General joint facilities—Dr.	25,722 56
General joint facilities—Cr.	1,431 32
Total—General Expenses	6,781,574 19
Transportation for Investment—Cr.	10,333 38

Recapitulation of Expenses.

Maintenance of Way and Structures	36,040,945 06
Maintenance of Equipment	35,822,484 20
Traffic	5,560,515 12
Transportation—Rail Line	92,882,661 24
Transportation—Water Line	184,824 13
Miscellaneous Operations	3,279,588 42
General Expenses	6,781,574 19
Transportation for Investment—Cr.	10,333 38
Total Operating Expenses	180,542,258 98

Following is a table showing a comparison of operating expenses for 1911, 1912,1913, 1914, and 1915, together with the ratio which each item bore to the total:—

Operating Expenses.	1911.		1912.		1913.		1914.		1915.	
	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.	
Maintenance of Way and Structures—										
Superintendence	985,527 44	·75	1,091,847 56	·72	1,353,580	·74	1,483,897	·83	1,472,764	1·00
Ballast	367,613 12	·28	282,985 06	·19	686,950	·38	752,268	·42	339,041	·23
Ties	3,565,954 29	2·72	3,728,821 52	2·47	4,703,824	2·58	5,046,856	2·82	4,643,178	3·14
Rails	1,959,164 83	1·49	1,420,874 49	·94	1,971,465	1·08	1,730,117	·96	1,209,376	·82
Other track material	1,151,744 99	·88	1,192,472 45	·79	1,715,876	·94	1,310,878	·73	844,873	·57
Roadway and track	11,965,503 22	9·13	13,938,132 11	9·24	15,017,916	8·25	15,083,604	8·42	12,765,970	8·64
Removal of snow and ice	1,641,046 60	1·25	1,448,192 02	·96	1,562,284	·86	1,138,303	·64	834,350	·56
Tunnels	27,251 43	·02	13,656 68	·01	53,984	·03	30,870	·02	40,903	·03
Bridges, trestles and culverts	2,133,642 56	1·62	2,265,127 73	1·50	2,159,154	1·18	2,346,287	1·31	1,920,452	1·30
Over and under grade crossings	81,561 67	·06	69,130 78	·40	95,422	·05	59,062	·03		
Grade crossings, fences, etc	651,581 83	·50	619,956 79	·41	696,580	·38	638,852	·36	570,738	·39
Snow fences and sheds	117,479 11	·09	178,989 38	·11	266,855	·14	171,361	·10	64,362	·04
Signals and interlocking plants	174,926 25	·13	177,140 97	·11	228,826	·12	278,975	·16	241,873	·16
Telegraph and telephone lines	504,792 52	·38	554,159 03	·36	607,448	·33	413,732	·29	353,221	·24
Electric power transmission	3,860 34	·00			3,006	·00	78,252	·04	23,464	·02
Buildings, fixtures and grounds	3,090,367 46	2·36	3,684,523 98	2·44	3,731,385	2·05	3,614,315	2·02	2,575,570	1·74
Docks and wharves	170,387 62	·13	124,819 98	·08	125,654	·07	135,151	·07	133,658	·10
Roadway tools and supplies	343,654 12	·26	375,628 15	·25	522,637	·28	402,873	·22	319,324	·22
Injuries to persons	82,457 05	·06	102,076 50	·07	105,662	·05	89,365	·05	79,016	·05
Stationery and printing	60,839 28	·02	65,492 46	·04	87,643	·04	84,933	·05	55,486	·04
Other expenses	21,026 65	·02	19,982 80	·01	13,998	·00	13,656	·00	25,365	·02
Maintaining joint track, etc.—Dr	144,710 93	·11	160,087 68	·10	223,175	·12	288,621	·16	266,186	·18
Maintenance and Equipment—										
Superintendence	614,929 23	·47	648,612 28	·43	787,471	·43	933,007	·52	946,698	·64
Steam locomotives, repairs	10,643,270 84	8·12	12,017,379 67	7·97	15,520,040	8·52	13,741,075	7·67	10,814,779	7·32
Steam locomotives, renewals	688,329 54	·52	630,658 21	·42	831 421	·45	458,917	·25	285,120	·19
Electric locomotives, repairs	3,903 88	·00	6,846 88	·00	9,362	·00	13,313	·00		
Passenger train cars, repairs	3,176,119 01	2·42	3,707,031 92	2·47	4,524,274	2·48	4,479,433	2·50	3,238,110	2·19
Passenger train cars, renewals	285,139 50	·22	309,301 40	·20	462,944	·25	333,843	·19	110,931	·07
Freight train cars, repairs	7,498,527 27	5·72	8,863,819 02	5·88	10,283,689	5·64	11,504,238	6·42	9,389,352	6·36
Freight train cars, renewals	1,044,217 85	·80	1,200,598 14	·79	1,631,358	·89	1,719,781	·96	753,485	·51
Electric equipment, repairs									25,243	·02
Work equipment, repairs	824,105 05	·63	798,808 85	·53	964,523	·53	925,643	·47	657,419	·44
Work equipment, renewals	125,697 62	·09	215,937 08	·15	253,730	·14	240,635	·13	137,942	·09

Floating equipment, repairs	125,895 18	·09	85,599 67	·05	113,639	·06	163,488	·09	137,876	·09
Floating equipment, renewals			2,094 84	·00	5,400	·00	6,116	·00		
Shop machinery and tools	877,373 11	·00	1,070,366 36	·71	1,417,051	·79	1,423,835	·79	1,120,324	·76
Power plant and equipment	3,908 94	·00	3,232 91	·00	8,426	·00	24,243	·01	31,428	·02
Injuries to persons	35,474 48	·03	65,791 22	·04	94,519	·05	102,432	·06	79,393	·05
Stationery and printing	78,064 46	·06	92,060 58	·06	112,752	·06	111,443	·06	81,966	·06
Other expenses	100,481 58	·08	89,250 47	·05	210,893	·11	177,232	·10	320,808	·22
Maintaining joint equipment—Dr	105 67	·00	4,127 54	·00	58,227	·03	10,647	·00		
Traffic Expenses—										
Superintendence	946,707 75	·72	1,072,922 35	·71	1,202,432	·66	1,314,755	·73	1,327,715	·90
Outside agencies	2,237,388 49	1·70	2,376,970 60	1·5	2,822,800	1·55	3,086,015	1·72	2,770,441	1·88
Advertising	821,328 74	·63	1,069,598 72	·70	1,179,610	·64	1,149,674	·64	901,571	·62
Traffic associations	100,723 48	·08	107,472 05	·07	119,111	·06	123,532	·07	110,734	·07
Fast freight line	207,842 69	·16	185,507 55	·11	189,046	·10	168,424	·09	105,976	·07
Industrial and immigration bureaus	109,000 33	·08	77,031 07	·04	102,158	·05	105,227	·06	57,891	·04
Stationery and printing	397,325 63	·30	458,175 87	·30	515,445	·28	588,780	·33	571,724	·39
Other expenses	11,427 60	·01	6,021 54	·00	12,549	·00	10,195	·00	7,580	·00
Transportation Expenses—										
Superintendence	1,484,480 47	1·13	1,664,102 69	1·10	2,171,316	1·19	2,432,769	1·36	2,324,439	1·57
Despatching trains	879,512 46	·67	989,010 82	·65	1,260,662	·69	1,324,362	·74	1,203,714	·81
Station employees	9,539,510 35	7·28	10,949,743 16	7·26	13,900,412	7·63	13,956,211	7·79	12,197,515	8·26
Weighing and car service association	46,117 02	·03	55,836 65	·03	72,212	·03	80,063	·04	68,088	·05
Coal and ore docks	40,795 60	·03	5,278 84	·00	10,323	·00	9,431	·00	28,090	·02
Station supplies and expenses	892,376 56	·74	1,132,947 80	·75	1,396,324	·76	1,453,298	·81	1,209,686	·82
Yardmasters and their clerks	499,570 69	·37	577,624 19	·37	864,259	·47	916,356	·51	836,982	·57
Yard conductors and brakemen	2,630,566 87	2,01	3,331,536 42	2·21	4,233,511	2·32	3,739,429	2·09	3,061,466	2·07
Yard, switch and signal tenders	212,336 65	·04	247,410 79	·17	278,242	·15	291,179	·16	298,826	·20
Yard supplies and expenses	60,331 26	·04	94,521 95	·06	101,588	·05	98,407	·05	101,732	·07
Yard enginemen	1,664,889 64	1·27	2,088,282 16	1·38	2,662,307	1·46	2,364,531	1·32	1,904,908	1·29
Engine-house expenses—yard	479,790 74	·36	590,541 03	·38	775,829	·42	703,108	·39	623,644	·42
Fuel for yard locomotives	2,034,664 63	1·55	2,588,822 97	1·71	3,336,910	1·83	3,091,513	1·72	2,416,345	1·64
Water for yard locomotives	100,992 61	·03	120,426 90	·08	150,666	·08	156,374	·09	135,790	·09
Lubricants for yard locomotives	35,173 51	·08	38,920 16	·02	49,739	·02	43,681	·02	35,030	·02
Other supplies for yard locomotives	44,979 76	·03	54,854 87	·03	71,922	·04	63,670	·04	44,300	·03
Operating joint yards, etc.—Dr	522,751 38	·40	561,164 50	·36	1,048,545	·57	1,040,285	·58	172,350	·12
Motormen	10,685 97	·00	1,634 69	·00	5,257	·00	31,970	·02	44,727	·03
Road enginemen	7,749,405 13	6·06	9,197,792 77	6·10	11,157,678	6·13	10,467,319	5·84	8,535,067	5·78
Engine-house expenses—road	2,393,116 79	1·82	2,830,518 62	1·87	3,463,129	1·90	3,448,704	1·92	2,859,098	1·94
Fuel for road locomotives	18,147,438 22	13·84	21,591,999 64	14·32	25,089,445	13·78	23,619,245	13·18	18,472,710	12·51
Water for road locomotives	859,072 53	·65	1,042,137 09	·70	1,243,782	·68	1,311,156	·73	1,205,140	·82
Lubricants for road locomotives	306,940 63	·23	351,407 64	·23	420,412	·23	371,445	·21	297,635	·20
Other supplies	354,875 66	·50	388,381 63	·26	502,845	·27	435,764	·24	247,711	·17
Operating power plant	3,665 77	·00			2,433	·00	64,260	·04	32,897	·02
Purchased power	15,003 18	·01			4,781	·00	18,081	·01	70,423	·05
Road trainmen	8,306,084 59	6·34	9,994,675 15	6·63	11,821,933	6·50	11,057,453	6·17	9,336,051	6·32
Train supplies and expenses	2,688,435 63	2·05	3,246,648 32	2·15	3,958,532	2·17	4,093,608	2·28	3,395,443	2·30
Interlocks, block and other signals	196,894 92	·15	202,218 86	·14	259,938	·14	310,192	·17	365,822	·25
Crossing flagmen and gatemen	146,160 69	·11	160,959 35	·10	191,884	·10	218,093	·12	217,713	·15
Drawbridge operation	101,717 47	·08	49,469 52	·03	59,633	·03	60,991	·03	67,281	·05
Clearing wrecks	340,988 87	·26	513,957 11	·36	670,677	·37	480,174	·27	237,005	·16

Table showing a comparison of operating expenses for 1911 to 1915—*Concluded.*

Operating Expenses.	1911.		1912.		1913.		1914.		1915.	
	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent.	Amount.	Percent
	$ cts.		$ cts.		$ cts.		$ cts.		$ cts.	
Transportation Expenses—*Con.*										
Telegraph and telephone—operation	249,331 33	·19	291,858 47	·19	366,710	·20	385,371	·21	305,641	·21
Operating floating equipment	289,605 15	·22	249,569 38	·17	282,348	·15	495,152	·28	377,389	·25
Express service	7,374 77	·00	7,597 55	·00	66,635	·03	86,623	·04	97,360	·07
Stationery and printing	620,273 92	·47	708,465 09	·47	867,222	·47	887,746	·50	698,439	·47
Other expenses	334,214 49	·26	372,159 75	·25	408,497	·22	383,084	·21	321,729	·22
Loss and damage—freight	1,073,407 20	·82	1,424,702 68	·95	2,102,597	1·15	2,700,966	1·51	2,115,091	1·43
Loss and damage—baggage	18,802 07	·01	20,410 21	·01	29,193	·01	26,873	·02	11,547	·01
Damage to property	197,677 02	·15	528,670 31	·37	265,922	·14	359,378	·22	189,314	·13
Damage to stock on right of way	68,048 50	·04	76,755 46	·05	86,693	·04	106,015	·06	92,872	·06
Injuries to persons	559,058 38	·03	554,323 50	·37	879,067	·48	840,162	·52	626,441	·42
Operating joint tracks—Dr.	46,149 91	·42	72,205 27	·04	96,255	·05	94,575	·05	101,820	·07
General Expenses—										
Salaries and expenses of general offices	808,131 25	·63	1,011,334 22	·69	963,085	·53	994,148	·55	977,613	·66
Salaries and expenses of clerks, etc.	1,322,385 75	1·00	1,512,453 07	1·00	1,780,558	·97	2,028,394	1·13	2,168,511	1·47
General office supplies and expenses	227,932 86	·17	266,635 75	·17	366,627	·15	433,382	·24	382,767	·26
Law expenses	585,862 84	·45	601,957 19	·38	693,215	·37	704,485	·39	626,187	·42
Insurance	726,168 79	·55	831,127 09	·55	1,013,385	·55	1,251,482	·70	1,227,936	·83
Relief department expenses	28,504 34	·02	30,261 38	·02	28,841	·01	26,898	·02	26,065	·02
Pensions	186,323 02	·14	194,858 13	·11	204,916	·11	219,288	·12	223,723	·15
Stationery and printing	191,210 03	·15	198,698 78	·11	253,795	·14	291,538	·16	263,245	·18
Other expenses	398,981 16	·30	478,766 18	·32	655,484	·36	649,073	·36	1,006,393	·68
General administration joint tracks, etc.—Dr.	11,539 49	·00	11,596 47	·01	24,280	·01	43,345	·20	70,585	·05

Since special significance attaches to the maintenance of way and structures and to the upkeep of equipment, the following facts are given:—

Year	Maintenance of way. Amount.	Mileage.	Amount per Mile of Line	Year.	Maintenance of Equipment. Amount.	Mileage.	Amount per Mile of Line
	$ cts.		$ cts.		$ cts.		$ cts.
1907	20,887,091 66	22,452	930 30	1907	21,666,373 08	22,452	965 01
1908	20,778,609 78	22,966	904 76	1908	20,273,625 95	22,966	882 77
1909	21,153,274 46	24,104	877 58	1909	21,510,303 59	24,104	892 40
1910	27,035,603 46	24,731	1,093 19	1910	26,002,301 30	24,731	1,051 41
1911	29,245,093 22	25,400	1,151 38	1911	26,127,638 12	25,400	1,028 65
1912	31,514,098 12	26,727	1,179 11	1912	29,811,510 09	26,727	1,115 41
1913	35,933,322 78	29,336	1,224 92	1913	37,289,718 47	29,336	1,271 13
1914	35,292,226 82	30,795	1,146 04	1914	36,375,330 87	30,795	1,181 21
1915	28,762,906 91	35,582	808 35	1915	28,156,261 08	35,582	791 32
1916	36,040,945 06	37,434	962 79	1916	35,822,484 20	37,434	956 95

EQUIPMENT.

Following are the facts with respect to equipment:—

	Number.	Increase.
Locomotives	5,490	4
Cars in passenger service	6,326	
Cars in freight service	201,614	
Cars in Companies' service	17,708	682

Classification of locomotives:—

Locomotives.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916
Passenger	964	1,122	1,056	1,090	1,215	1,192	1,474	1,783	1,840	1,744
Freight	2,206	2,392	2,539	2,601	2,659	2,787	3,011	3,028	2,912	3,077
Switching	334	358	384	388	435	505	634	636	734	669

Locomotives and cars:—

Locomotives and cars.	1907.	1908.	1909	1910.	1911.	1912.	1913.	1914	1915	1916
Locomotives	3,504	3,872	3,969	4,079	4,219	4,484	5,119	5,447	5,486	5,490
Freight cars	107,407	115,709	117,779	119,713	127,158	140,918	182,221	204,190	201,690	201,614
Passenger cars	3,642	4,026	4,192	4,320	4,513	4,946	5,696	6,002	6,326	6,326

Passenger cars:—

Cars in Passenger service.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
First class	1,300	1,493	1,560	1,564	1,601	1,788	2,058	2,167	2,213	2,187
Second class	472	487	471	512	517	550	627	627	632	706
Combination	405	422	429	435	434	453	492	491	486	409
Emigrant	272	303	317	318	357	389	437	466	509	519
Dining	105	114	127	123	137	159	176	204	215	215
Parlour	63	63	60	69	80	89	117	130	138	138
Sleeping	212	236	261	283	306	353	440	500	538	556
Baggage, express, and postal	782	873	926	979	1,045	1,132	1,275	1,378	1,457	1,458
Other	31	35	41	37	36	33	74	39	138	138
Totals	3,642	4,026	4,192	4,320	4,513	4,946	5,696	6,002	6,326	6,326

Freight cars:—

Cars in freight service.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Box	68,149	72,863	74,477	75,983	79,412	89,982	128,511	146,607	145,307	144,696
Flat	20,477	21,759	21,188	20,769	21,069	22,000	25,177	26,151	25,290	25,541
Stock	4,817	5,047	5,518	5,528	5,809	6,322	6,745	7,589	7,553	7,678
Coal	10,358	11,616	11,721	12,680	13,768	14,715	14,746	15,955	15,703	15,598
Tank	132	197	197	195	277	390	479	496	560	420
Refrigerator	1,917	2,423	2,466	2,539	2,807	3,082	3,911	4,716	4,713	4,740
Other	1,557	1,804	2,212	2,019	4,016	4,427	2,712	2,676	2,556	2,941
Totals	107,407	115,709	117,779	119,713	127,158	140,918	182,221	204,190	201,690	201,614

Particulars with respect to all classes of cars will be found in tables 13 and 14.

Capacity of freight cars:—

—	1907.		1908.		1909.		1910.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box	66,934	1,848,980	72,862	2,048,227	74,479	2,130,145	75,983	2,211,963
Flat	20,118	535,167	21,781	592,496	21,220	584,455	20,769	576,198
Stock	4,731	122,550	5,047	133,578	5,561	150,800	5,528	151,565
Coal	10,060	291,638	11,616	362,233	11,721	379,981	12,680	438,178
Tank	132	2,632	197	4,000	197	4,012	195	3,962
Refrigerator	1,745	48,745	2,423	69,000	2,465	71,085	2,539	73,520
Other	1,820	59,200	1,941	67,410	2,273	64,835	2,019	58,720
Totals	105,540	2,908,903	115,867	3,277,394	117,916	3,385,313	119,713	3,514,106

Capacity of Freight Cars—Concluded:

	1911.		1912.		1913.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons
Box	79,412	2,343,920	89,982	2,741,350	128,511	4,096,480
Flat	21,069	600,970	22,000	648,010	25,117	763,665
Stock	5,809	161,65	6,322	178,070	6,475	193,975
Coal	13,768	508,215	14,715	561,175	14,746	567,210
Tank	277	7,490	390	12,720	479	15,785
Refrigerator	2,807	81,815	3,082	90,410	3,911	115,455
Other	4,016	102,105	4,427	130,540	2,712	104,315
Totals	127,158	3,806,280	140,918	4,362,275	182,221	5,856,885

	1914.		1915.		1916.	
	No.	Capacity in tons.	No.	Capacity in tons.	No.	Capacity in tons.
Box	146,607	4,846,425	145,307	4,825,543	144,696	4,824,968
Flat	26,151	814,440	25,315	798,671	25,542	811,315
Stock	7,589	221,956	7,638	226,190	7,775	230,545
Coal	15,955	630,435	15,703	611,020	15,598	630,035
Tank	496	15,625	463	14,604	416	13,746
Refrigerator	4,716	139,190	4,713	139,350	4,740	140,325
Other	2,676	104,830	2,551	99,677	2,847	111,122
Totals	204,190	6,772,910	201,690	6,731,265	201,614	6,762,056

The changes in 1916 having been few and unimportant, the facts for prior years, as respects classes, are given:—

Class.	Capacity.	1908.	1909.	1910.	1911.	1912.	1913.	1914	1915.
	Pounds.								
I	10,000	771	859	393	273	77	74	.....	1
II	20,000	1,995	1,147	1,245	1,115	742	622	457	445
III	30,000	3,227	4,143	2,412	3,332	3,277	2,068	3,118	2,916
IV	40,000	25,855	22,320	20,858	18,899	14,695	13,617	9,781	8,036
V	50,000	1,135	878	1,029	673	3,237	835	827	600
VI	60,000	69,416	73,737	76,610	82,555	89,512	114,528	117,984	116,541
VII	70,000	230	220	217	166	292	264	281	328
VIII	80,000	9,790	10,837	11,927	14,075	21,951	42,967	63,133	64,191
IX	90,000	.....	60	.....	.....	.....	.....	.....	.....
X	100,000	3,448	3,715	4,992	6,070	7,135	7,246	8,603	8,622
XI	110,000	.....	.....	.....	.....	.....	.....	.....	.....
XII	120,000	.....	.....	.....	.....	.....	.....	.....	.....
All over	120,000	.....	.....	.....	.....	.....	.....	.....	10
Total	.....	115,867	117,916	119,713	127,158	140,918	182,221	204,190	201,690

Locomotives and cars per 1,000 miles of line:—

Rolling Stock.	Per 1,000 miles of line.									
	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Locomotives	156	169	165	165	166	168	175	176	154	147
Freight cars	4,783	5,039	4,887	4,840	5,006	5,273	6,211	6,636	5,669	5,386
Passenger	162	175	174	174	177	185	194	195	178	169

TRAIN, CAR, AND LOCOMOTIVE MILEAGE.

Revenue train mileage:—

——	1907.	1908.	1909.	1910.	1911.
Passenger trains	30,220,461	31,950,349	32,295,730	35,022,541	36,985,911
Freight trains	38,923,890	40,476,370	40,304,906	43,742,668	46,220,813
Mixed trains	3,971,414	6,201,807	7,061,580	6,441,440	6,277,468
Special trains	.....	.....	.....	202,592	232,341
Total	75,115,765	78,637,526	79,662,216	85,409,241	75,716,533

——	1912.	1913.	1914.	1915.	1916.
Passenger trains	40,440,393	45,652,365	45,219,048	41,648,243	42,449,022
Freight trains	53,652,141	60,275,896	55,343,193	43,661,573	60,036,984
Mixed trains	6,473,882	7,044,194	7,126,841	7,736,391	8,499,073
Special trains	363,855	464,753	206,190	172,272	90,811
Total	100,930,271	113,437,208	107,895,272	93,218,479	111,075,890

Non-revenue trains had a mileage of 3,338,181.

Ratio of train mileage:—

The ratio which each class of train mileage in the above table bore to the total train mileage in each year since 1907 was as follows:—

——	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Passenger trains	40·23	40·23	40·54	40·00	41·22	40·06	40·24	41·91	44·68	38·24
Freight trains	51·81	51·47	50·47	51·21	51·52	53·15	53·14	51·21	46·84	54·08
Mixed trains	7·90	7·90	8·87	7·54	6·98	6·41	6·21	6·60	8·30	7·66
Special trains	.....	.....	.....	0·25	0·27	0·38	0·41	0·28	0·18	0·10

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Following is the record of train mileage since 1875:—

Year.	Passenger Trains.	Freight Trains.	Mixed Trains.	Special Trains.	Total Train Mileage.	Engine Mileage.
1875	5,206,353	10,910,181	1,563,644		17,680,178	19,633,026
1876	5,837,461	9,616,148	2,650,019		18,103,628	21,011,052
1877	6,271,980	11,403,517	1,775,316		19,450,813	22,231,840
1878	6,225,327	9,981,786	3,462,334		19,669,447	24,091,600
1879	6,987,919	6,510,636	7,068,450		20,731,689	24,735,862
1880	7,312,168	10,775,380	4,157,292		22,427,449	26,575,969
1881	8,298,957	15,163,634	2,099,487		27,301,306	34,265,003
1882	9,833,005	15,638,013	2,375,393		27,846,411	33,374,847
1883	9,651,427	16,123,387	10,951,424		36,736,238	47,688,528
1884	9,315,694	15,710,630	4,254,595		29,280,919	37,390,874
1885	9,511,455	16,382,553	4,729,681		30,623,689	38,749,239
1886	9,214,131	15,914,127	5,182,557		30,481,086	37,359,494
1887	10,838,993	17,997,819	4,539,900		33,638,748	43,276,468
1888	11,859,684	20,651,834	4,763,318		37,391,206	46,489,229
1889	12,900,483	20,739,391	5,179,506		38,819,380	47,708,138
1890	14,362,879	22,428,249	5,058,210		41,849,329	49,512,530
1891	14,987,647	23,592,370	4,819,161		43,399,178	56,950,343
1892	15,237,093	24,399,014	4,812,361		44,448,468	56,994,253
1893	15,859,978	23,220,761	5,305,214		44,385,953	57,587,382
1894	16,542,860	21,423,496	5,803,673		43,770,029	57,401,514
1895	15,362,276	19,939,699	5,389,915		40,661,890	51,339,885
1896	15,846,645	23,299,776	5,354,181		44,500,602	55,786,960
1897	17,237,974	23,595,000	4,947,877		45,780,851	54,729,490
1898	19,305,603	26,868,366	5,519,424		50,688,283	60,103,944
1899	20,093,379	26,922,348	5,199,481		52,215,207	64,582,807
1900	20,922,098	24,662,906	9,592,867		55,177,871	67,712,252
1901	19,115,472	23,888,302	10,345,620		53,349,394	68,621,424
1902	21,104,036	24,891,813	9,734,007		55,729,856	70,275,615
1903	22,095,705	28,840,434	9,446,781		60,382,920	77,178,493
1904	23,502,876	28,278,310	9,530,816		61,312,002	80,508,064
1905	25,428,018	34,372,998	6,133,098		65,934,114	84,335,732
1906	28,071,648	39,045,168	5,606,666		72,723,482	94,180,788
1907	30,220,461	38,923,890	5,971,414		75,115,765	100,154,966
1908	31,950,349	40,476,370	6,210,807		78,637,526	100,622,241
1909	32,295,730	40,304,906	7,061,580		79,662,216	97,865,325
1910	35,022,541	43,742,668	6,441,440	202,592	85,409,241	106,019,475
1911	36,985,911	46,220,813	6,277,468	232,341	89,716,533	111,975,176
1912	40,440,393	53,652,141	6,473,882	363,855	100,930,271	127,401,480
1913	45,652,365	60,275,896	7,044,194	464,753	113,437,208	145,119,721
1914	45,219,048	55,343,193	7,126,841	206,190	107,895,272	137,128,756
1915	41,648,243	43,661,573	7,736,391	172,272	93,218,479	116,354,044
1916	42,449,022	60,036,984	8,499,073	90,811	111,075,890	144,966,448

The rationship of train mileage to traffic and earnings therefrom, is shown in the following table:—

Year.	Freight Earnings.	Freight Train Mileage.	Number of Tons Carried.	Earnings per Freight Train Mile.	Average Earnings per ton Carried.
	$	Mileage.	Tons.	$ cts.	$ cts.
1875	12,073,570	12,473,825	5,670,837	·988	2·129
1876	12,211,158	12,266,167	6,331,757	·995	1·928
1877	11,321,264	13,178,833	6,859,796	·859	1·650
1878	13,129,191	13,444,120	7,883,472	·977	1·665
1879	12,509,093	13,579,086	8,348,810	·921	1·498
1880	15,506,935	14,932,672	9,938,858	1·038	1·560
1881	18,666,982	17,263,121	12,065,323	1·081	1·547
1882	17,729,945	18,013,406	13,575,787	·984	1·305
1883	21,320,208	27,074,761	13,266,255	·787	1·607
1884	20,763,243	19,965,225	13,712,269	1·039	1·514
1885	19,962,058	21,112,234	14,659,271	·946	1·371
1886	21,183,967	21,096,684	15,670,460	1·004	1·351
1887	24,581,047	22,537,719	16,365,335	1·091	1·502
1888	26,410,084	24,415,152	17,172,759	1·039	1·537
1889	26,671,049	25,918,897	17,928,626	1·029	1·487
1890	29,921,788	27,486,459	20,787,469	1·089	1·439
1891	30,584,645	28,411,531	21,753,021	1·075	1·404
1892	33,230,121	29,211,375	22,289,923	1·138	1·502
1893	32,935,028	28,525,975	22,033,599	1·155	1·496
1894	29,982,482	27,227,169	20,721,116	1·101	1·446
1895	29,545,490	25,329,614	21,524,421	1·166	1·372
1896	32,368,082	28,653,957	24,266,825	1·130	1·333
1897	33,522,102	28,542,877	25,300,331	1·174	1·324
1898	38,508,175	31,382,790	28,785,903	1·227	1·340
1899	40,101,036	32,121,829	31,211,753	1,248	1·284
1900	45,643,699	34,255,773	35,946,371	1·332	1·269
1901	46,665,103	33,233,922	36,999,922	1·363	1·261
1902	53,986,672	34,625,820	42,376,527	1·559	1·273
1903	63,089,448	38,287,215	47,373,417	1·648	1·331
1904	64,673,919	30,809,126	48,097,519	1·711	1·344
1905	68,203,320	40,506,096	50,893,957	1·684	1·340
1906	81,433,115	44,651,834	57,966,713	1·824	1·405
1907	94,995,087	44,895,304	63,866,135	2·116	1·472
1908	93,746,655	46,687,177	63,071,167	2·008	1·486
1909	95,714,783	47,366,436	66,842,258	2·041	1·432
1910	116,229,894	50,184,108	74,482,866	2·316	1·560
1911	126,743,015	52,498,281	79,884,282	2·376	1·561
1912	148,030,890	60,126,023	89,444,331	2·455	1·655
1913	174,684,640	67,320,090	106,992,710	2·595	1·636
1914	163,663,744	62,470,034	101,393,989	2·610	1·614
1915	134,488,304	51,397,964	87,204,838	2·579	1·520
1916	184,099,887	68,536,057	109,659,088	2·686	1·679

For the purposes of the foregoing calculations the mileage of freight trains includes the mileage of mixed trains.

The record of car mileage since the facts were first available is as follows:—

Freight Car Mileage	1908	1909	1910	1911
Loaded freight cars	748,924,820	775,543,414	910,858,711	946,946,917
Empty freight cars	284,944,529	281,175,615	280,255,329	311,984,866
Caboose cars	.....	37,644,038	45,367,459	47,834,318
Total	1,033,869,349	1,094,363,067	1,236,481,409	1,306,766,101

Record of Car Mileage, etc.—Concluded:—

Freight Car Mileage.	1912.	1913.	1914.	1915.	1916.
Loaded freight cars	1,102,719,543	1,211,708,492	1,147,533,071	958,425,805	1,348,212,128
Empty freight cars	310,974,528	381,048,160	413,463,359	387,179,212	576,255,686
Caboose cars	55,692,091	63,653,643	57,553,172	45,669,172	63,344,375
Total	1,469,386,162	1,656,410,295	1,618,549,602	1,391,274,189	1,987,812,189

Passenger Car Mileage.	1913.	1914.	1915.	1916.
Passenger cars	153,301,893	107,136,731	126,421,006	133,423,951
Sleeping, parlor, etc	52,738,619	41,972,096	53,632,104	56,565,727
Other cars	92,977,602	72,719,818	86,630,228	90,909,724
Total	299,018,114	221,828,645	266,683,338	280,899,402

Tables 10 and 11 will afford information in detail with respect to train mileage.

Following is a comparison of locomotive mileage covering the past ten years:—

Class of locomotive.	1907.	1908.	1909.	1910.	1911.
	Miles.	Miles.	Miles.	Miles.	Miles.
Freight	43,824,909	42,291,082	43,280,549	47,239,088	49,354,983
Passenger	29,110,158	30,504,171	32,282,534	34,758,088	36,946,876
Mixed	7,492,278	7,410,971	7,237,422	8,211,350	8,256,424
Switching	14,816,272	15,941,179	14,832,834	15,581,077	17,300,773
Special	4,911,249	5,474,838	231,986	229,872	116,120
Total	100,154,966	100,622,241	97,865,325	106,019,475	111,975,176

Class of locomotive.	1912.	1913.	1914.	1916.	1916.
	Miles.	Miles.	Miles.	Miles.	Miles.
Freight	57,143,590	64,541,731	58,675,214	47,731,635	66,491,134
Passenger	40,944,058	45,926,357	45,069,967	41,006,923	42,215,551
Mixed	7,742,514	8,891,330	10,276,245	7,561,213	7,610,281
Switching	21,159,394	25,456,533	22,937,611	19,897,242	23,586,669
Special	411,924	213,770	169,719	157,031	5,062,813
Total	127,401,480	145,119,721	137,128,756	116,354,044	144,966,448

Fuel Consumed by Locomotives:—

Fuel consumed, —— tons.

Class of Locomotive.	1907.	1908.	1909.	1910.	1911.
	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	3,194,510	3,318,283	3,833,010	3,597,541	3,844,042
Passenger	1,331,178	1,446,919	1,834,700	1,636,454	1,813,809
Mixed	303,549	350,921	410,900	388,693	421,277
Switching	557,576	598,092	743,977	620,303	716,276
Construction and special	223,141	256,576	9,621	9,063	5,209
Total	5,608,954	5,970,791	6,832,108	6,252,054	6,800,648

Class of Locomotive.	1912.	1913.	1914.	1915.	1916.
	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	4,480,728	5,361,839	4,820,646	3,642,056	5,273,546
Passenger	1,983,238	2,249,320	2,161,144	1,989,004	1,938,619
Mixed	407,970	502,631	559,115	378,574	421,425
Switching	890,650	1,138,531	999,457	854,651	1,053,739
Construction and special	21,150	21,150	7,313	39,133	307,794
Total	7,783,736	9,263,984	8,547,675	6,903,418	8,995,123

Cost per ton:—

1913	$ 3 07	1915	$ 3 02
1914	3 12	1916	3 11

Volume and cost of fuel:—

Year.	Tons.	Cost.
		$
1907	5,608,954	15,137,504
1908	5,970,791	17,718,468
1909	6,832,108	17,544,449
1910	6,252,054	18,570,393
1911	6,800,648	20,182,193
1912	7,783,736	24,160,823
1913	9,263,984	28,426,355
1914	8,547,675	26,710,758
1915	6,903,418	20,889,055
1916	8,995,123	27,961,186

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Fuel analysis for 1916:—

Class of Locomotive.	Coal.		Wood.		Other Fuel.		Total.	Miles Run.
	Anthracite.	Bituminous.	Hard.	Soft.	Oil.	Charcoal		
	Tons.	Tons.	Cords.	Cords.	Gallons.	Bushels.	Tons.	
Freight	2,665	5,090,339	1,716	59,532	28,097,737	9,272	5,273,546	66,491,134
Passenger	1,129	1,845,382	1,163	34,553	14,438,906	5,236	1,938,619	42,215,551
Mixed	1,050	413,648	131	5,906	906,513	480	421,425	7,610,281
Switching		1,027,949	529	21,752	3,675,157	2,820	1,053,739	23,586,669
Special	55	295,237	98	4,431	1,845,617	484	307,794	5,062,813
Total	4,899	8,672,455	3,637	126,174	48,963,930	18,292	8,995,123	144,966,448

Fuel consumed per 100 locomotive miles:—

Class of Locomotive.	Fuel Consumed per 100 Locomotive Miles.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Freight	7·84	8·85	7·62	7·78	7·84	8·31	8·22	7·63	7·93
Passenger	4·74	5·68	4·71	4·91	4·84	4·89	4·79	4·85	4·59
Mixed	4·73	5·67	4·73	5·10	5·27	5·59	5·44	5·01	5·54
Switching	4·00	5·01	3·98	4·14	4·26	4·47	4·36	4·29	4·47
Construction or special	4·69	4·14	3·94	4·48	5·13	5·46	4·31	2·49	6·15

Cost per 100 locomotive miles:—

Class of Locomotive.	Cost of Fuel per 100 Locomotive Miles.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
	$	$	$	$	$	$	$	$	$
Freight	23·20	22·65	22·48	22·17	24·46	25·51	25·64	23·04	24·66
Passenger	14·03	14·54	13·89	14·28	15·10	15·01	14·96	14·64	14·27
Mixed	14·00	14·51	13·95	14·84	16·44	17·16	16·97	15·13	17·22
Switching	11·84	12·82	11·74	12·04	13·38	13·72	13·60	12·95	13·90
Construction or special	13·88	10·59	11·62	13·03	16·00	16·76	13·45	7·51	19·12

ACCIDENTS.

Killed and injured:—

	Movement of trains.		Non-movement of trains.	
	Killed.	Injured.	Killed.	Injured.
Passengers	20	291	.....	18
Employees	149	1,455	25	2,877
Trespassers	191	141	.....	.....
Non-trespassers	77	158	.....	.....
Postal clerks and others	.....	13	6	25
Total	437	2,058	31	2,920

	Killed.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1914.	1916.
Passenger	28	36	60	28	47	38	25	17	20
Employees	224	182	214	202	215	298	200	102	149
Trespassers	156	190	175	185	235	309	289	168	191
Non-trespassers	22	67	74	48	48	63	48	73	77
Postal clerks, etc	16	.....	1	2	.....	2	3	.....	.....
Other persons	3	3	.....	.....	.....	.....	.....	.....	.....
Total	449	478	524	465	554	710	565	360	437

	Injured.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Passenger	345	281	270	288	458	650	402	304	291
Employees	1,793	897	926	1,314	1,606	1,834	1,475	946	1,455
Trespassers	120	95	148	154	193	284	279	147	141
Non-trespassers	59	89	77	135	120	171	114	167	158
Postal clerks, etc	3	25	20	15	.....	27	17	14	13
Other persons	27	17	.....	.....	33	.....	.....	.....	.....
Total	2,347	1,404	1,441	1,906	2,437	2,966	2,287	1,578	2,058

Accidents to passengers:—

Causes—Accidents to Passengers.	Killed.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Collisions	2	6	2	4	18	3	3	1	3
Derailments	8	1	44	1	.....	15	2	.....	2
Parting of trains	.....	.....	.....	.....	.....	.....	.....	.....	.....
Falling from trains, etc	6	11	3	10	10	8	3	7	3
Jumping on or off	6	14	8	11	4	7	8	4	7
Struck at highways	.....	1	.....	.....	4	1	.....	.....	.....
" stations	3	1	1	1	3	1	5	2	4
" other points	2	.....	1	1	1	2	2	1	.....
Other causes	1	2	1	.....	7	1	2	2	1
Total	28	36	60	28	47	38	25	17	20

Causes—Accidents to Passengers.	Injured.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Collisions	88	83	31	43	73	108	23	90	68
Derailments	131	99	126	88	203	347	185	53	58
Parting of trains	1	.....	2	.....	4	.....	2	2	4
Falling from trains, etc	20	11	28	34	51	49	45	30	35
Jumping on or off	50	57	43	67	70	72	56	62	51
Struck at highways	.....	.....	1	4	2	3	5	1	1
" stations	5	5	4	2	4	6	2	3	4
" other points	1	1	2	.....	1	3	2	4	1
Other causes	49	25	33	50	77	62	82	59	69
Total	345	281	270	288	485	650	402	304	291

Accidents to employees:—

Causes—Accidents to Employees.	Killed.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Coupling or uncoupling	20	18	17	13	18	27	16	9	12
Collisions	25	40	19	34	29	40	35	11	44
Derailments	15	15	47	10	15	22	18	9	12
Parting of trains	1	.....	.....	.....	1	1	.....	1	.....
Locomotive or cars breaking down	1	1	.....	.....	3	.....	2	1	.....
Falling from trains or cars	32	28	23	26	31	45	23	17	23
Jumping on or off	8	9	24	15	15	22	13	3	4
Struck by trains, etc	81	53	62	72	79	97	64	44	40
Overhead obstructions	3	.....	1	3	3	1	....	1	1
Other causes	16	18	21	29	21	43	29	6	13
Total	224	182	214	202	215	298	200	102	149

Causes—Accidents to Employees.	Injured.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Coupling or uncoupling	183	125	139	191	208	182	129	78	135
Collisions	80	86	56	119	141	210	94	74	98
Derailments	60	65	58	67	91	88	77	53	104
Parting of trains	11	9	6	13	13	16	7	10	34
Locomotive or cars breaking down	16	6	19	12	17	13	24	17	13
Falling from trains or cars	185	142	165	253	275	366	255	182	244
Jumping on or off	108	95	98	141	129	180	159	120	174
Struck by trains, etc	116	88	78	121	172	136	151	70	132
Overhead obstructions	14	11	25	17	33	31	21	28	27
Other causes	340	270	282	380	527	612	556	314	494
Total	1,113	987	926	1,314	1,606	1,834	1,475	946	1,455

Classes of Employees:—

Employees.	Killed.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Trainmen	109	113	103	101	115	167	97	50	83
Trackmen	36	37	70	44	47	59	59	24	45
Switch tenders, etc	11	3	9	6	8	8	3	9	6
Stationmen	4	2	2	5	3	9	2	.....	2
Shopmen	11	7	4	18	13	15	5	6	4
Telegraph employees	2	.....	.....	3	2	.....	.....	.....	.....
Other employees	51	20	26	25	27	40	34	13	9
Total	224	182	214	202	215	298	200	102	149

	Injured.								
	1908.	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Trainmen	780	693	610	972	1,078	1,277	953	628	989
Trackmen	307	71	136	158	200	245	175	95	176
Switch tenders, etc	40	27	25	11	67	41	40	26	33
Stationmen	66	10	6	6	18	39	24	13	30
Shopmen	284	16	41	64	68	59	99	59	51
Telegraph employees	4	3	3	4	6	11	14	3	7
Other employees	312	77	105	99	169	162	170	122	169
Total	1,793	897	926	1,314	1,606	1,834	1,475	946	1,455

From other causes than the movement of trains:—

	Killed.				Injured.			
	1913.	1914.	1915.	1916.	1913.	1914.	1915.	1916.
Passengers	3	2	.....	.....	17	13	26	18
Trainmen, etc	6	6	4	8	488	492	429	520
Stationmen	.....	1	.....	.....	147	143	32	237
Shopmen	5	2	1	1	472	574	574	1,184
Other employees	15	15	8	16	466	477	488	936
Other persons	3	9	6	6	16	53	34	25
Total	32	35	19	31	1,606	1,752	1,583	2,920

The record of accidents from the movement of trains, since 1887, is as follows:—

Years.	Passengers.		Employees.		Others.		Total.		Passengers.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	One killed in every	One injured in every
1888	20	70	407	619	104	86	213	775	534,931	152,837
1889	37	103	89	637	84	135	210	875	328,408	117,971
1890	11	52	83	682	124	101	218	835	1,165,569	246,562
1891	13	105	65	582	118	131	193	818	1,017,120	125,929
1892	14	43	110	697	109	139	233	879	966,672	314,730
1893	11	57	72	331	133	120	216	708	1,238,002	238,912
1894	12	64	67	521	132	107	211	694	1,205,208	225,976
1895	9	47	51	489	127	122	187	658	1,554,175	297,608
1896	11	62	46	446	104	111	161	619	1,346,400	238,877
1897	7	70	76	579	130	158	213	807	2,310,191	231,019
1898	5	72	98	862	167	163	270	1,097	3,688,809	356,167
1899	20	119	119	882	145	184	284	1,185	956,668	160,784
1900	7	131	123	941	195	245	325	1,303	3,071,453	164,123
1901	16	134	118	970	183	213	317	1,317	1,149,108	137,207
1902	19	177	146	930	165	221	330	1,328	1,088,419	116,836
1903	35	258	186	956	181	239	420	1,453	417,900	85,848
1904	25	232	192	214	178	259	395	705	945,630	101,899
1905	35	244	206	920	227	193	468	1,357	722,535	103,624
1906	16	231	139	893	206	241	361	1,365	1,749,361	121,168
1907	70	352	249	1,126	268	220	587	1,698	459,104	91,299
1908	28	345	224	1,113	197	200	449	2,347	1,215,893	98,681
1909	36	281	182	897	260	226	478	1,404	907,869	116,311
1910	60	270	214	926	250	245	524	1,441	598,243	132,943
1911	28	288	202	1,314	235	304	465	1,906	1,324,919	124,489
1912	47	485	215	1,606	283	346	545	2,437	872,855	84,792
1913	38	650	298	1,834	374	482	710	2,966	1,216,592	71,124
1914	25	402	200	1,475	340	410	565	2,287	1,868,091	116,175
1915	17	304	108	1,578	241	328	366	1,578	2,724,825	140,369
1916	20	291	149	1,468	268	299	437	2,058	2,451,383	168,480

ACCIDENTS AT HIGHWAY CROSSINGS.

Class of Highway Crossing.	Killed.							
	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Urban	33	28	22	33	32	49	30	26
Rural	43	35	14	42	31	32	36	41
Total	76	63	36	75	63	81	66	67

Class of Highway Crossing.	Injured.							
	1909.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Urban	41	45	70	43	69	72	68	68
Rural	31	16	38	41	35	50	44	30
Total	72	61	108	84	104	122	112	98

HIGHWAY CROSSINGS.

Protected and unprotected crossings:—

Year.	Protected Crossings.		Unprotected Crossings	
	Urban.	Rural.	Urban.	Rural.
1909	587	492	1,767	15,426
1910	630	557	1,902	16,923
1911	692	661	2,026	16,655
1912	788	680	3,039	17,268
1913	844	827	2,658	18,681
1914	894	823	3,493	20,642
1915	948	1,032	2,759	20,105
1916	1,003	1,090	2,867	21,265

Form of protection:—

—	Rural.	Urban.
By gates	88	189
By bridges	312	208
By subways	407	290
By electric bells, etc	259	187
By watchmen	24	129
	1,090	1,003

Protected crossings in preceding years:—

Crossings—How Protected.	1910.		1911.		1912.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates	28	133	28	153	33	174
By bridges	220	125	232	128	233	147
By subways	229	171	269	182	275	216
By bells	64	83	104	115	118	127
By watchmen	16	118	19	123	21	124
Total	557	630	652	701	680	788

Crossings—How Protected.	1913.		1914.		1915.	
	Rural.	Urban.	Rural.	Urban.	Rural.	Urban.
By gates	71	178	34	189	66	180
By bridges	274	158	265	151	358	170
By subways	276	227	283	257	344	284
By bells	179	155	217	157	243	174
By watchmen	27	126	24	140	21	140
Total	827	844	823	894	1,032	948

RAILWAY EMPOYEES.

Numbers:—

1911	141,224	1914	159,142
1912	155,901	1915	124,142
1913	178,652	1916	144,770

Prior to 1915 the reporting basis of numbers was somewhat different, and it is scarcely practicable to make accurate comparisons.

Compensation:—

1911	$ 74,613,738	1914	$111,762,972
1912	94,237,623	1915	90,215,727
1913	115,749,825	1916	104,300,647

Relating to earnings and operating expenses:—

Year.	Salaries and wages.	Ratio to gross earnings.	Ratio to operating expenses.
	$		
1907	58,719,493	40·01	56·70
1908	60,376,607	41·09	56·26
1909	63,216,662	43·58	60·43
1910	67,167,793	38·61	55·78
1911	74,613,738	39·53	56·94
1912	94,237,623	39·79	57·92
1913	115,749,825	45·09	63·59
1914	111,762,972	45·97	62·43
1915	90,215,727	45·15	61·09
1916	104,300,647	39·82	57·95

Numbers and compensation, 1916:—

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
			$ cts.	$ cts.
I. General Offices:—				
1. General officers	308	91,406	1,192,544 22	13 04
2. Chief clerks	174	55,777	243,073 28	4 35
3. Other clerks	2,714	876,833	1,745,802 54	1 99
4. Stenographers and typists	541	171,685	311,709 28	1 23
5. Telephone and telegraph operators	83	28,356	65,274 36	2 30
6. Messengers and attendants	151	53,678	74,150 50	1 40
7. Other general office employees	281	84,114	305,701 47	3 49
Total	4,252	1,361,849	3,938,255 65	
II. Road:—				
11. Officers	490	157,848	851,835 20	5 39
12. Clerks	373	115,534	287,304 26	2 48
13. Shop foremen	45	15,053	40,079 44	2 66
14. Structural iron workers	72	15,467	40,168 83	2 59
15. Machinists	14	2,072	6,018 92	2 90
16. Masons and bricklayers	98	15,171	49,504 44	3 26
17. Carpenters	1,681	401,888	1,111,454 35	2 76
18. Painters	816	96,602	251,429 33	2 60
19. Other M. W. S. shopmen	110	19,775	41,602 85	2 10
20. Other skilled labourers	1,551	332,178	899,922 21	2 70
21. Section foremen	5,728	1,772,237	4,619,926 03	2 60
22. Watchmen and trackwalkers	447	133,980	264,771 46	1 97
23. Other sectionmen	24,119	5,518,493	10,014,953 24	1 81
24. Unskilled labourers	6,046	907 440	1,578,530 08	1 73
25. All other M. W. S. employees	1,674	432,865	1,001,441 74	2 31
26. Foremen of construction gangs	288	60,750	208,379 67	3 43
27. Other men in construction gangs	5,385	861,367	1,567,860 03	1 82
Total	48,937	10,858,720	22,835,182 08	
III. Equipment:—				
31. Officers	202	60,569	418,600 69	6 91
32. Clerks and attendants	1,267	371,600	865,852 77	2 33
33. Shop foremen	964	332,703	1,235,417 93	3 71
34. Machinists	3,723	1,004,434	3,647,400 17	3 33
35. Carpenters	3,977	970,430	2,684,432 15	2 76
36. Painters and upholsterers	1,054	242,927	708,655 54	2 91
37. Other shopmen	14,408	3,875,940	9,675,635 13	2 49
38. Car Inspectors	1,388	473,584	1,169,682 03	2 51
39. Watchmen	237	76,466	142,725 49	1 86
40. All other M. E. employees	6,340	1,645,790	3,448,847 66	2 09
Total	33,560	9,054,443	23,997,249 56	
IV. Traffic:—				
51. Officers	177	53,848	539,821 92	10 02
52. Clerks and attendants	1,005	325,071	799,320 44	2 45
53. Travelling solicitors	88	28,697	109,811 86	3 82
54. Employees in outside agencies	742	237,237	723,892 53	3 05
55. All other traffic employees	211	67,530	144,339 54	2 13
Total	2,223	712,383	2,317,186 29	
V. Transportation:—				
71. Officers	370	122,080	926,680 79	7 59
72. Clerks and attendants	2,593	855,527	1,773,313 75	2 07
73. Dispatchers	463	153,501	778,579 15	5 07
74. Station agents	3,366	1,125,645	3,270,804 01	2 90
75. Operators not agents	2,031	691,703	1,883,524 99	2 72
76. Other station employees	11,657	3,344,515	6,569,226 49	1 96
77. Yardmasters and yard clerks	820	275,049	761,064 17	2 76
78. Yard enginemen	1,984	563,694	2,098,467 12	3 72
79. Yard conductors and brakemen	2,838	873,609	3,264,937 52	3 73
80. Yard switchmen	422	138,787	289,980 49	2 09
81. Other yard employees	318	91,285	158,714 56	1 73
82. Engine-house employees	4,177	1,207,085	2,404,372 36	1 99

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
			$ cts.	$ cts.
83. Road enginemen and motormen	8,951	2,551,635	11,709,344 65	4 58
84. Passenger conductors	899	295,726	1,339,080 97	4 52
85. Freight conductors	2,644	888,758	3,977,887 17	4 53
86. Other road trainmen	7,092	2,462,313	7,188,302 65	2 91
87. Operators, interlockers and signals	448	152,647	287,789 84	1 88
88. Crossing flagmen and gatemen	513	180,143	266,558 92	1 48
89. Drawbridge operators	137	36,410	67,467 30	1 85
90. Employees on floating equipment	298	88,684	221,152 83	2 49
91. Employees in express service	199	59,819	96,155 95	1 60
92. Employees in claim department	92	31,305	78,851 05	2 51
93. All other transportation employees	3,486	878,814	1,800,511 69	2 05
Total	55,798	17,068,464	51,212,773 42	

Distribution in 1915 and 1916:—

	1915.		1916.	
	Number.	Compensation.	Number.	Compensation.
		$ cts.		$ cts.
General offices	4,417	3,948,190 00	4,252	3,938,255 65
Road	40,031	20,637,239 48	48,937	22,835,182 08
Equipment	29,265	19,994,684 51	33,560	23,997,249 56
Traffic	2,103	2,040,847 08	2,223	2,317,186 29
Transportation	48,326	43,594,765 94	55,798	51,212,773 42
Total	124,142	90,215,727 01	144,770	104,300,647 00

The following data relating to the years 1907 to 1914 will throw light on the situation with respect to the average daily compensation of railway employees:—

Employees.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	1914.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
General officers	11 74	11 59	11 73	10 72	11 72	12 47	12 96	13 26
Other officers	4 11	4 63	4 59	4 73	4 84	4 92	5 00	5 40
General office clerks	1 70	1 81	1 81	1 94	1 98	1 99	2 03	2 12
Station agents	1 91	2 04	2 09	2 16	2 28	2 39	2 60	2 74
Other stationmen	1 56	1 71	1 65	1 65	1 73	1 77	1 90	1 98
Enginemen	3 89	4 53	4 13	4 12	4 40	4 64	4 88	4 84
Firemen	2 42	2 50	2 52	2 53	2 78	2 84	3 02	3 11
Conductors	3 20	3 30	3 31	3 30	3 62	3 69	3 85	3 93
Other trainmen	1 92	2 06	2 13	2 12	2 44	2 54	2 66	2 83
Machinists	2 41	2 68	2 89	2 98	3 14	3 34	3 51	3 40
Carpenters	2 99	2 19	2 23	2 52	2 44	2 58	2 75	2 78
Other shopmen	1 99	2 16	2 33	2 19	2 22	2 42	2 42	2 54
Section foremen	2 06	2 25	2 15	2 18	2 32	2 38	2 50	2 58
Other trackmen	1 45	1 57	1 59	1 58	1 66	1 77	1 83	1 83
Switch tenders, etc	1 84	1 81	2 00	1 57	1 98	1 84	2 02	1 73
Telegraph operators	1 88	2 07	2 09	2 20	2 28	2 28	2 51	2 64
Employees—float-equipment	1 18	1 10	1 26	2 19	1 11	1 22	1 26	1 09
All other employees	1 81	1 87	1 95	1 95	1 87	1 84	1 82	1 93

Undue significance should not be attached to the foregoing averages of compensation. They are the result of a system of gathering data with respect to employees which is admittedly imperfect; but under the plan which will be effective after the current year it is believed better and more elaborate data will be had.

RAILWAY TIES.

The consumption of ties, apart from construction work on new mileage, has been as follows:—

Class.	Number of Ties.					
	1911.	1912.	1913.	1914.	1915.	1916.
Cedar	879,325	875,561	1,850,078	939,014	647,360	834,276
Oak	462,443	314,579	557,333	582,704	757,588	364,372
Hemlock	132,831	268,044	1,024,130	593,796	546,881	157,871
Spruce	14,859	13,635	107,891	175,081	189,135	98,857
Fir	7,826	15,656	902,245	103,101	45,926	58,342
Tamarack	9,758	1,064,297	1,657,916	2,506,368	240,884	245,790
Pine	250,843	437,493	1,815,428	437,822	1,799,220	368,347
Chestnut	25,305	36,899	286,316	896,311	470,168	46,170
Soft wood	517,085	498,404	916,750	764,210	766,408	22,425
Hard wood	18,789	24,506	18,598	29,850	16,507	14,888
Treated	.....	157,105	458,298	3,183,397	3,915,572	3,084,234
Unclassified	4,521,882	3,642,957	476,804	214,929	253,754	1,090,892
Total	6,840,946	7,349,136	10,071,787	10,426,583	9,649,403	6,386,464

Cost of ties:—

Class.	Cost of Ties.					
	1911.	1912.	1913.	1914.	1915.	1916.
	$	$	$	$	$	$
Cedar	377,343	378,236	832,906	411,962	322,856	392,569
Oak	311,073	214,084	345,299	415,837	625,591	259,334
Hemlock	39,260	85,627	404,423	234,841	213,566	57,199
Spruce	3,387	3,969	32,795	48,794	42,201	22,922
Fir	2,343	4,423	377,977	34,007	14,976	22,689
Tamarack	4,032	580,009	811,736	1,385,395	97,045	97,886
Pine	163,884	274,101	955,993	201,633	1,012,731	182,610
Chestnut	15,780	19,152	180,382	588,278	304,428	26,269
Soft wood	155,126	159,489	316,020	259,831	397,004	7,843
Hard wood	5,301	6,304	4,340	8,810	9,391	13,480
Treated	.....	125,731	392,793	1,515,709	2,043,704	1,631,069
Unclassified	1,921,670	1,436,555	160,651	79,211	95,062	480,602
Total	2,999,099	3,287,683	4,815,315	5,184,308	5,178,555	3,194,472

Average cost of ties:—

Class.	Average Cost per Tie.					
	1911.	1912.	1913.	1914.	1915.	1916.
	cts.	cts.	cts.	cts.	cts.	cts.
Cedar	42·9	43·2	45·0	43·9	49·9	47·0
Oak	67·2	68·1	61·9	71·3	82·6	71·1
Hemlock	29·6	32·0	39·4	39·6	39·0	36·2
Spruce	23·5	30·0	30·4	27·8	22·4	20·3
Fir	30·0	28·0	41·8	32·9	32·6	38·8
Tamarack	41·3	54·5	48·9	55·3	40·4	35·7
Pine	65·3	62·6	52·6	46·1	56·3	49·5
Chestnut	62·3	52·0	63·0	65·6	64·8	56·8
Soft wood	30·0	32·0	34·4	33·9	51·8	34·9
Hard wood	28·2	25·7	23·3	29·5	56·9	90·0
Treated	.....	80·0	85·6	47·6	52·2	52·8
Unclassified	42·5	39·4	33·6	36·8	37·4	44·0
Total	43·8	44·7	47·8	49·7	53·7	50·0

TAXATION OF RAILWAYS.

The tax bill of Canadian Railways, by provinces, is shown in the following summary:—

——	Provincial Tax.	Municipal Tax.	Total.
	$ cts.	$ cts.	$ cts.
Nova Scotia	25 00	1,356 31	1,381 31
New Brunswick	.....	3,902 26	3,902 26
Quebec	93,212 69	524,473 46	617,686 15
Ontario	707,933 01	802,074 83	1,510,007 84
Manitoba	196,116 30	51,183 77	247,300 07
Alberta	74,669 10	71,731 64	146,400 74
Saskatchewan	74,000 00	33,659 74	107,659 74
British Columbia	150,253 99	139,389 56	343,643 55
Yukon Territory	6,845 04	.....	6,845 04
Outside of Canada	213,939 38	10,974 53	224,913 91
Miscellaneous	112,018 00	42 76	112,060 76
	1,629,012 51	1,692,788 86	3,321,801 37

Taxation in previous years:—

Province.	1910.	1911.	1912.	1913.	1914.	1915.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Nova Scotia	762 66	645 70	666 05	742 24	215 65	2,163 06
New Brunswick	1,298 35	842 16	2,417 00	1,950 11	3,254 29	2,390 60
Prince Edward Island	100 00	50 00	50 00	100 00	100 00	558,889 31
Quebec	337,490 05	372,914 32	406,111 02	520,093 24	633,346 56	1,404,933 87
Ontario	747,004 78	790,280 14	970,449 31	985,993 90	1,017,667 23	248,198,37
Manitoba	92,476 48	154,783 10	187,001 15	224,154 14	255,419 47	145,383 02
Alberta	87,423 93	90,785 16	91,181 97	116,223 44	135,487 08	96,477 85
Saskatchewan	161,575 45	79,019 28	71,537 29	73,284 28	102,853 76	285,003 03
British Columbia	220,687 32	196,971 26	205,286 49	247,936 55	310,588 22	6,816 81
Yukon	5,896 64	5,894 38	5,935 67	3,528 20	8,316 20	118,636 59
Undistributed	.....	90,466 40	.....	.....	.....	.....
Outside of Canada	121,933 17	173,089 68	259,802 60	270,954 58	355,525 89	180,735 11
Total	1,776,648 83	1,955,741 58	2,200,438 55	2,444,960 68	2,822,774 35	3,049,727 62

DESPATCHING BY TELEPHONE.

The situation with respect to despatching is shown in the following comparative statement of facts as reported:—

	1915 miles of line.	1916 miles of line.
By telegraph	19,934	22,473
By telephone	6,189	8,797
By telegraph and telephone	7,530	2,937

FOREIGN RAILWAY STATISTICS.

During the past five years, through the courtesy of the Under Secretary of State for External Affairs, the statistics of many foreign countries have been received. A summary of the principal facts has been made and will be found in an appendix to this report. It will be of service for purposes of comparison.

ELECTRIC RAILWAYS.

Four roads were added to the reporting list in 1916. These were:—
The Toronto Civic Railway.
The Three Rivers Traction Company.
The Schomberg and Aurora Railway.
The London and Port Stanley Railway.

The two latter had previously been classified as steam railways; but having been electrified now pass into this division.

MILEAGE.

First track mileage:—

1901	*674·58	1909	988·97
1902	557·59	1910	1,047·07
1903	759·36	1911	1,223·73
1904	766·50	1912	1,308·17
1905	793·12	1913	1,356·63
1906	813·47	1914	1,560·82
1907	814·52	1915	1,590·29
1908	992·03	1916	1,782·93

*Included some second track.

Analysis of mileage:—

Length of Tracks.	1911.	1912.	1913.	1914.	1915.	1916.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Length of first main track	1,223·73	1,308·17	1,356·63	1,560·82	1,590·29	1,782·93
Length of second main track	259·74	294·50	371·14	338·91	348·88	276·52
Total length of main track	1,483·47	1,602·67	1,727·77	1,899·73	1,939·17	2,059·45
Length of sidings and turnouts	103·54	120·84	141·86	152·71	163·78	189·12
Total, computed as single track	1,587·01	1,723·51	1,869·63	2,052·44	2,102·95	2,248·57

Table 1, following steam railways, will afford information in detail with respect to mileage.

CAPITALIZATION.

Stocks and funded debt:—

Year.	Stocks.	Funded Debt.	Total.
	$	$	$
1907	43,491,746	31,166,976	74,658,722
1908	50,295,266	37,114,619	87,409,885
1909	51,946,433	39,658,556	91,604,989
1910	58,653,826	43,391,153	102,044,979
1911	62,251,203	49,281,144	111,532,347
1912	70,829,118	52,012,828	122,841,946
1913	62,079,767	79,155,864	141,235,631
1914	66,311,098	81,284,244	147,595,342
1915	66,696,675	83,647,327	150,344,002
1916	67,738,275	87,157,309	154,895,584

Details will be found in table 2. It may be explained, however, that the foregoing capitalization does not include $493,346 of cash aid given to electric railways by governments and municipalities.

INCOME ACCOUNT.

EARNINGS AND INCOME—		
Gross earnings from operation	$27,416,284 60	
Operating expenses	18,099,905 65	
Gross corporate income		$ 9,316,378 95
Miscellaneous income		2,928,573 83
Total corporate income		$12,244,952 78
DEDUCTIONS FROM INCOME—		
Taxes	$ 1,802,441 95	
Interest—funded debt	3,281,821 87	
" floating debt	1,536,007 39	
Other deductions	738,012 46	
Total deductions		7,358,283 67
Total net income		$ 4,886,669 11
DISPOSAL OF NET INCOME—		
Reserves, etc	$ 1,535,071 35	
Dividends	2,834,906 82	
Total		4,369,978 17
Surplus		$ 516,690 94

EARNINGS AND OPERATING EXPENSES.

Gross earnings in 1916 amounted to $27,416,284.60, as compared with $26,922,899.70 in 1915.

Operating expenses aggregated $18,099,905.65, as against $18,131,842.18 for the preceding year.

The ratio of operating expenses to gross earnings was 67·24. In 1915 it was 67·40.

Gross earnings, during the past three years, came from the following sources:—

	1914.	1915.	1916.
	$ cts.	$ cts.	$ cts.
Car earnings—			
Passengers	21,181,328 13	18,879,688 72	18,937,327 8
Freight	1,123,909 53	982,041 29	1,218,763 88
Mails and express	84,515 13	79,696 18	112,309 43
Other car earnings	105,162 34	82,672 35	134,359 96
	22,494,915 13	20,024,098 54	20,402,761 13
Miscellaneous earnings—			
Advertising	82,960 87	74,232 57	89,198 97
Rent of land and buildings	22,051 32	32,661 40	24,608 34
Rent of tracks	6,838 41	5,656 84	19,450 83
Rent of equipment	20,005 62	18,641 94	21,358 86
Sale of power	85,171 67	104,191 02	59,325 27
Other miscellaneous earnings	154,425 05	138,185 72	189,816 10
Total miscellaneous earnings	371,452 94	373,569 49	403,758 47
Gross earnings undistributed	6,824,639 22	6,525,231 67	6,609 765 00
Gross earnings from operation	29,691,007 29	26,922,899 70	27,416,284 60

Since 1901 the record of gross earnings is as follows:—

Year.	Gross Earnings.	Year.	Gross Earnings.
	$		$
1901	5,768,283	1909	14,611,484
1902	6,486,438	1910	17,100,789
1903	7,233,677	1911	20,356,952
1904	8,453,609	1912	23,499,250
1905	9,357,125	1913	28,216,111
1906	10,966,871	1914	29,691,007
1907	12,630,430	1915	26,922,900
1908	14,007,049	1916	27,416,285

Following is a statement of gross car earnings, and the sources thereof, for the past nine years:—

Year.	Passengers.	Freight.	Mails, etc.	Other.	Total.
	$	$	$	$	$
1907	12,013,421	344,367	41,951	233,190	12,630,430
1908	13,233,724	346,021	54,883	372,421	14,007,049
1909	14,080,755	386,092	110,452	34,185	14,611,484
1910	16,125,945	575,537	68,604	51,241	16,821,377
1911	19,130,376	744,179	88,233	100,930	20,063,719
1912	22,007,750	1,025,372	78,819	67,022	23,499,250
1913	19,794,400	1,211,871	72,516	85,793	21,164,580
1914	21,181,328	1,123,910	84,515	105,162	22,494,915
1915	18,879,689	982,041	79,696	82,672	20,024,099
1916	18,937,328	1,218,764	112,309	134,360	20,402,761

Tables 4 and 5 will afford details with respect to gross earnings and operating expenses.

Following was the distribution of operating expenses in 1916, with a comparison for 1914 and 1915:—

Operating Expenses.	1914.	1915.	1916.
	$ cts.	$ cts.	$ cts.
Maintenance of way and structures	1,169,610 64	1,062,973 61	984,627 53
Maintenance of equipment	1,762,785 14	1,572,889 24	1,386,227 87
Operation of power plant	2,737,268 84	2,848,063 13	2,921,725 58
Operation of cars	7,323,842 67	7,109,405 70	6,929,133 37
General	2,031,646 14	1,824,514 06	2,171,138 30
Total	[1]19,107,817 60	[2]18,131,842 18	[3]18,099,905 65

[1]Items lacking for $4,082,664.27. [2]Items lacking for $3,713,996.44. [3]Items lacking for $3,707,053 00

Following is a complete statement showing the various items which made up operating expenses in 1916 and the three preceding years:—

	1913.	1914.	1915.	1916.
	$ cts.	$ cts.	$ cts.	$ cts.
Maintenance of way and structures—				
Track and roadway	742,396 29	854,798 86	760,219 74	727,142 31
Electric line	226,205 55	221,974 85	225,091 72	208,008 12
Buildings and fixtures	97,811 03	92,836 93	77,662 15	49,477 10
Maintenance of equipment—				
Steam plant	45,826 09	73,167 42	50,159 60	32,795 82
Electric plant	61,907 97	175,834 23	62,575 79	44,086 82
Cars	802,444 90	823,583 66	798,604 86	665,449 04
Electric equipment of cars	614,166 79	513,016 03	496,463 97	443,440 50
Miscellaneous equipment	106,696 72	102,358 38	104,881 73	80,572 57
Miscellaneous shop expenses	68,598 88	74,825 42	60,203 29	119,883 12
Transportation—Operation of power plant—				
Power plant wages	235,504 39	185,254 97	180,832 92	200,417 07
Fuel for power	160,952 40	113,837 76	96,386 30	84,173 68
Water for power	15,206 49	16,754 01	11,815 22	12,873 60
Lubricants and waste for power plant	6,307 69	5,198 40	3,659 68	2,052 96
Miscellaneous supplies and expenses	46,983 39	83,214 15	69,589 12	56,153 18
Hired power	2,059,005 32	2,333,009 55	2,485,779 89	2,566,055 09
Transportation—Operation of cars—				
Superintendence	338,226 08	380,309 53	406,290 28	422,980 44
Wages of conductors	2,344,340 86	2,662,486 53	2,604,688 90	2,498,861 01
Wages of motormen	2,302,120 02	2,617,373 31	2,565,874 44	2,483,270 42
Wages, miscellaneous car service	603,401 38	273,273 22	252,938 14	446,821 55
Wages, car house employees	251,110 63	653,919 76	611,150 52	277,160 00
Car service supplies	92,254 09	114,546 85	127,960 48	88,611 14
Miscellaneous car service expenses	290,553 58	320,344 51	262,784 39	352,096 94
Hired equipment	115,331 92	127,853 01	86,440 66	121,925 21
Cleaning and sanding track	65,219 37	69,852 99	77,224 70	55,286 85
Removal of snow and ice	132,160 20	103,882 96	114,053 19	182,119 81
General—				
Salaries of general officers	349,524 29	379,298 16	281,286 03	259,453 88
Salaries of clerks	366,075 52	463,984 74	401,904 04	387,886 05
Printing and stationery	68,533 54	43,769 39	35,651 20	62,277 31
Miscellaneous office expenses	39,548 44	72,859 36	66,677 85	58,959 43
Store expenses	26,704 32	33,253 11	35,617 08	43,859 11
Stable expenses	34,704 32	32,314 44	32,251 67	46,974 84
Advertising and attractions	42,872 62	30,535 14	46,538 97	46,288 30
Miscellaneous general expenses	248,619 47	219,486 07	201,892 73	250,294 20
Damages	448,295 28	385,105 42	316,053 62	465,722 49
Legal expenses	3,496 71	18,505 62	24,163 21	33,384 48
Miscellaneous legal expenses	19,049 50	33,631 04	37,226 73	41,836 09
Rent of land and buildings	30,950 71	31,776 00	36,008 10	43,906 29
Rent of track and terminals	84,529 49	115,404 19	127,490 89	168,772 15
Insurance	135,251 46	171,723 46	181,751 94	261,523 68

It must be borne in mind that for the years to which the foregoing tabular statement relates details of operating expenses were not received from certain corporations.

PUBLIC SERVICE.

The number of fare passengers carried in 1916 was 580,094,167, as against 562,302,373 in 1915.

The total of freight hauled was 1,936,674 tons showing an increase over 1915 of 503,072 tons.

The mileage of passenger cars was 80,526,234, and of other cars 1,990,378. Passenger traffic:—

1901	120,934,656
1902	137,681,402
1903	155,662,812
1904	181,689,998
1905	203,467,317
1906	237,655,074
1907	273,999,404
1908	299,099,309
1909	314,026,671
1910	360,961,876
1911	426,296,792
1912	488,865,682
1913	597,864,801
1914	614,709,819
1915	562,302,373
1916	580,094,167

EQUIPMENT.

The following statement will show the number and classes of cars in service in 1916, with the figures for the six preceding years:—

Classes of Cars, etc.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
Passenger, closed	1,795	1,985	2,049	2,042	2,121	2,447	1,986
Passenger, open	994	990	866	863	876	824	513
Passenger, combination	337	455	574	930	1,104	792	765
Freight	282	357	483	591	649	693	658
Mail, express and baggage	25	33	33	35	35	40	42
Combination, freight	7	5	7	9	8	23	13
Work	87	108	103	211	236	216	197
Snow ploughs	62	60	57	61	61	58	45
Sweepers	97	106	112	123	131	127	102
Miscellaneous	103	2,252	194	124	115	109	121
Total	3,789	4,325	4,478	4,989	5,316	5,329	4,442

The absence of reports from two large corporations materially lowered the total of equipment for 1916.

EMPLOYEES.

The number of employees in the service of electric railways in 1916 was returned at 10,622, as compared with 14,795 in 1915. This total omits the facts with respect to several important units.

Salaries and wages had an aggregate of $8,767,734.17, as against $10,781,199.04 for the preceding year.

Salaries and wages were equal to 48·44 per cent of operating expenses. The fact that the ratio was 59·5 in 1915 and 61·9 in 1914 rather points to incompleteness in the reports submitted.

Employees.	1910.	1911.	1912.	1913.	1914.	1915.	1916.
General administration—							
General officers	150	163	159	171	146	132	14
General office clerks	553	694	744	839	950	771	58
Maintenance—							
Superintendents	71	89	90	99	102	99	103
Other employees	3,633	4,546	4,922	5,823	5,077	4,121	2,008
Transportation—							
Superintendents	102	111	118	148	151	144	112
Other employees	6,881	8,157	8,727	9,271	9,769	9,528	7,676
Total	11,390	13,671	14,760	16,351	16,195	14,795	10,622

ACCIDENTS.

On a succeeding page will be found the facts with respect to accidents, as far as the returns received are concerned. The failure of the Montreal Tramways Company and the St. John Railway—two large corporations—to report at all prevents the working out of comparative data.

SUMMARIES.

Commencing with the year 1901, following is a summary of salient facts from the reports of electric railway companies:—

	1901.	1902.	1903.	1904.	1905.
Total mileage	[1]674·58	557·59	759·36	766·50	793·12
Paid-up capital	$39,076,018	$41,593,063	$47,096,453	$50,399,188	$61,033,321
Gross earnings	5,768,283	6,486,438	7,233,677	8,453,609	9,357,125
Net earnings	2,333,120	2,683,583	2,769,819	3,127,092	3,438,931
Earnings—passenger traffic	5,529,687	6,195,915	6,888,409	8,082,373	8,932,913
" freight	95,082	127,917	164,188	182,143	216,022
" mail and express	33,135	15,952	20,276	30,738	31,753
" other sources	110,377	146,652	160,803	158,353	176,435
Total operating expenses	3,435,162	3,802,855	4,472,858	55,326,516	5,918,194
Maintenance of way and buildings	310,892	445,837	481,236	606,146	629,656
Cost of motive power	502,101	541,087	777,201	1,377,199	1,240,001
Maintenance of cars	322,700	353,891	606,602	639,213	747,073
General and operating charges	2,299,468	2,462,038	2,607,817	2,683,957	3,301,462
Total car mileage	31,750,754	35,833,841	38,028,529	42,066,124	45,959,101
Passengers carried	120,934,656	135,681,402	155,662,812	181,689,998	203,467,217
Tons of freight carried	287,926	266,182	371,286	400,161	510,350

	1906.	1907.	1908.	1909.	1910.
Total mileage	813·74	814·52	992·03	988·97	1,047·07
Paid-up capital	$63,857,967	$73,567,795	$87,903,231	$91,604,989	$102,044,979
Gross earnings	10,966,871	12,630,430	14,007,049	14,611,484	17,100,789
Net earnings	4,291,834	4,971,624	5,311,170	4,962,501	5,383,276
Earnings—passenger traffic	10,438,000	12,013,421	13,233,724	14,050,755	16,125,995
" freight	288,105	344,36.	346,021	386,092	575,537
" mail and express	35,041	41,961	54,883	110,452	68,604
" other sources	205,724	233,190	372,421	34,185	51,241
Total operating expenses	6,675,037	7,373,251	8,695,880	8,885,235	10,121,781
Maintenance of way and buildings	698,767	767,634	912,929	643,135	797,895
Cost of motive power	1,242,075	1,412,358	1,803,723	1,445,227	1,586,927
Maintenance of cars	894,469	1,069,783	1,118,925	[2]1,184,287	4,814,762
General operating charges	3,929,733	4,498,424	4,860,303	5,612,041	1,406,943
Total car mileage	50,618,836	53,361,227	56,964,881	60,152,846	65,249,166
Passengers carried	237,675,074	275 999,404	299,099,309	314,026,671	360,964,876
Tons of freight carried	506,024	479,731	732,475	.....	852,294

	1911.	1912.	1913.	1914.	1915.	1916.
Total mileage	1,223·73	1,308·17	1,356·63	1,560·82	1,590·29	1,782·93
Paid-up capital	$111,532,347	$122,841,946	$141,225,631	$147,595,342	$150,585,342	$154,895,584
Gross earnings	20,276,952	23,499,250	28,216,111	29,691,007	26,922,900	27,416,285
Net earnings	6,592,335	5,937,031	6,434,742	9,330,561	8,791,058	9,316,379
Earnings—passenger traffic	19,130,376	22,007,750	19,794,400	21,181,328	18,879,689	18,937,328
" freight	744,179	1,025,372	1,211,871	1 123,910	982,041	1,218,769
" mail and express	88,233	78,819	72,516	84,515	79,636	112,309
" other sources	100,950	67,022	85,793	105,162	82,672	134,360
Total operating expenses	12,096,134	14,266 6.5	17,765,372	19,107,818	18,131,842	18,099,906
Maintenance of way and buildings	920,875	1,228,572	1,066,413	1,169,611	1,062,974	984,628
Cost of motive power	2,001,543	2,535,576	2,523,960	2,737,269	2,848,063	2,921,726
Operation of cars	5,768,085	6,770,569	6,534,718	7,323,843	7,109,406	6,929,133
General operating charges	1,610,099	1,871,627	1,897,738	2,031,646	1,824,514	2,171,138
Total car mileage	72,618,806	82,070,064	89,005,216	98,917,808	96,964,829	82,516,612
Passengers carried	426,296,792	488,865,682	597,863,801	614,709,819	562,302,373	580,094,167
Tons of freight carried	1,228,362	1,435,525	1957,930	1,845,923	1,433,602	1,936,674

[1]Improperly included, double track and siding. [2]Maintenance.

ACCIDENTS.

Year.	Killed.				Injured.				Passengers.		
	Passengers.	Employees.	Others.	Total.	Passengers.	Employees.	Others.	Total.	Number carried.	Killed, one in every.	Injured, one in every.
1901	3	1	11	15	158	58	98	314	120,934,656	40,311,552	255,137
1902	9	1	22	32	410	33	120	563	137,681,402	15,297,933	335,808
1903	10	7	22	39	504	62	212	778	155,662,812	15,566,281	308,855
1904	10	3	40	53	508	64	272	844	181,689,998	18,168,999	357,657
1905	30	3	23	56	862	87	347	1,296	203,467,317	6,782,243	236,041
1906	11	2	34	47	1,085	127	441	1,653	237,655,074	21,605,006	219,327
1907	27	7	37	71	988	216	532	1,736	273,999,404	10,148,126	277,327
1908	18	6	43	67	1,176	188	539	1,883	299,099,309	16,616,628	258,736
1909	11	7	50	68	1,303	218	618	2,139	314,026,671	28,547,879	241,001
1910	14	13	68	95	1,595	227	716	2,538	360,964,876	25,783,205	226,310
1911	11	8	83	102	1,784	300	586	2,670	426,296,792	38,754,254	238,955
1912	16	8	86	110	1,950	442	736	3,128	488,865,682	30,554,180	156,287
1913	17	12	41	73	1,662	392	490	2,544	.....	.....	.....
1914	9	13	42	64	1,757	469	581	2,807	.....	.....	.....
1915	14	6	44	64	1,554	413	638	2,605	.....	.....	.....
1916	18	4	28	50	1,905	305	819	3,029	.....	.....	.....

See explanatory paragraph on preceding page.

I have the honour to be, sir,
Your obedient servant,

J. L. PAYNE,
Comptroller of Statistics.

RAILWAY STATISTICS

TABLE 1.—Location of Steam Railways of the Dominion of Canada, to June 30, 1916.

Name of Railway.	Description.	Miles.	Total.
Alberta Railway and Irrigation Co. (now, Can. Pac. R'ly)			
Alberta Southern (abandoned)	Harvey Branch Junction to Alma, N.B.	16·00	
	Harvey Branch, Albert to Harvey Bank, N.B.	3·00	
			19·00
Algoma Central and Hudson Bay	Sault Ste. Marie to Hearst Junction—Main Line	292·87	
	Branch—Michipicoten to Hawk Lake	24·38	
	Other branches	30·56	
			347·81
Algoma Eastern, formerly Manitoulin and North Shore	Sudbury to Mile 83·89	83·89	
	Branches	5·05	
			88·94
Atlantic, Quebec and Western	Paspebiac to Gaspe	.....	102·42
Bedlington and Nelson	International boundary at Port Hill to Jct. Can. Pac. Ry. at Wilkes	.....	12·04
Brandon, Saskatchewan and Hudson Bay	International boundary at Bannerman to Brandon, Man.	.....	69·45
British Yukon	White Pass to Whitehorse Spur, Y.T.	90·32	
	Macrae to Pueblo, Y.T.	10·80	
			101·12
Canada and Gulf Terminal	Mont Joli to Matane	.....	35·80
Canadian Northern Ry. System—	Main Line—		
	Port Arthur to Atikokan	141·73	
	Atikokan to Rainy River	143·98	
	International Boundary, Man., to Paddington Jct	105·66	
	Beaver to Dauphin	102·18	
	Dauphin to Kamsack	100·41	
	Kamsack to Humbolt	146·99	
	Humbolt to North Battleford	147·06	
	North Battleford to Vermilion	124·62	
	Vermilion to Edmonton Jct	132·38	
	Edmonton Jct. to Tollerton	135·60	
			1,280·61
	Branches—		
	Twin City Jct. to North Lake	59·15	
	South Jct. to Emerson	72·69	
	Paddington Jct. to Victoria Beach	72·75	
	Grosse Isle to Hodgson	80·98	
	St. James to Gypsumville	158·02	
	Steep Rock Jct. to Steep Rock	12·36	
	Carman Jct. to Somerset	78·67	
	Jct. Carman Subdiv. to Notre Dame de Lourdes	2·63	
	Greenway to Deloraine	80·18	
	Oakland to Amaranth	44·18	
	Arizona Jct. to M. & B. Jct.	77·07	
	Neepawa Jct. to Neepawa	33·36	
	Neepawa to McCreary Jct.	37·05	
	Brandon Jct. to Carberry Jct.	22·85	
	Rossburn Jct. to Ross Jct.	190·57	
	Hallboro to Beaulah	75·43	
	Ochre River to End of Steel	14·90	
	Brandon to Kipling	127·70	
	Kipling to C.N. Jct. (Regina)	92·32	
	Maryfield to Carlyle	37·35	
	Carlyle to Radville	102·85	
	Radville to Bengough	44·21	
	Luxton to Estevan	25·08	
	Hartney to Virden	38·08	
	Moose Jaw Jct. to Moose Jaw	85·66	
	Gravelbourg Jct. to Gravelbourg	79·25	
	North Jct. to Swan River	98·14	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Canadian Northern Railway System—*Con.*	Swan River to Hudson Bay Jct.	101·13	
	Hudson Bay Jct. to Prince Albert	161·32	
	Sifton Jct. to Winnipegosis	21·06	
	Thunderhill Jct. to West of Preeceville	73·20	
	Hudson Bay Jct. to The Pas	88·79	
	Melfort to St. Brieux	21·91	
	Canora to Sturgis Jct.	21·44	
	Saskatoon to Kindersley	125·41	
	Delisle to Dumblane	59·68	
	Elrose Jct. to Eston	84·94	
	Dalmeny to Carlton	36·80	
	Prince Albert to Denholm	116·55	
	Shellbrook to Rainy River	56·85	
	Jct. Main Line, Edmonton, to Terminal Jct.	7·61	
	Terminal Jct. to Jct. C.N.W., Stratheona	0·22	
	North Battleford to Turtleford	56·74	
	Battleford Jct. to Battleford (old)	7·91	
	Edmonton Jct. to Stony Plains	19·94	
	St. Albert to Athabaska	85·40	
	Kindersley to Hanna	137·57	
	Hanna to Calgary	136·29	
	Vegreville Jct. to Munson Jct.	161·28	
	Camrose Jct. to Terminal Jct.	45·75	
	Winnipeg Joint Terminals	0·99	
	Various Spurs	134·49	
			3,606·75
	Peace River Jct. to Sangudo	33·80	
	Warden to Nordegg	174·48	
	South East Jct. to Alliance	59·70	
			267·98
	Wroxton to Willowbrook	41·01	
			41·01
	Main Line—		
	Tollerton to Lucerne	128·9	
	Lucerne to Blue River	110·7	
	Blue River to Kamloops	142·8	
	Kamloops Jct. to Boston Bar	125·7	
	Boston Bar to New Westminster	118·4	
			626·50
	Rainy River to International Boundary	43·72	
	Various Spurs	3·06	
			46·78
	Main Line—		
	Woodward Ave. Jct., Winnipeg to Portage Jct.	0·97	
	Portage Jct. to Carman Jct.	5·69	
	Carman Jct. to Portage la Prairie	46·75	
	Portage la Prairie to Beaver	19·67	
			73·08
	Branches—		
	Portage Jct. to Emerson	62·81	
	Morris to Somerset	62·08	
	Somerset to Belmont	40·69	
	Delta Jct. to Delta	15·05	
	M. & B. Jct. to Sixth St., Brandon	1·79	
	Sixth St. Brandon, to Brandon	0·57	
	Hartney Jct. to M. & B. Jct.	37·97	
	Belmont to Hartney	53·56	
	Winnipeg Joint Terminals	1·96	
	Various Spurs	27·08	303.56
	Regina to Saskatoon	159·99	
	Saskatoon to East Prince Albert	89·60	
	Carman Jct. to Craven	4·40	
	Various Spurs	14·20	
			268·19
	Duluth to Virginia	81·28	
	Various Spurs	3·01	
			84·29

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Canadian Northern Railway System—*Con.*	Virginia to Ranier	87·74	
	Various Spurs	9·25	
			96·99
	D. W. & P. Ry. Jct. to Chicago, St. Paul, Minneapolis & Omaha Ry	2·73	
	Duluth Transfer Ry. to Wisconsin State Line	0·64	
	Wisconsin State Line to Lake Superior Ter. & Transfer Property Line	1·38	
	D.W. & P. Ry. Connection at Ramsay Stores, West Duluth, to Northern Pacific Connection, Grassy Point	0·87	
	L.S.T. & T., Westerly Property Line, Superior Div., to Banks Ave., Superior and Two Connections to C. St. P.M. & O. Ry. Freight Yards	0·64	
	14th Ave. West, Duluth, Minn., to C. St. P.M. & O. Ry. Passenger Station, 5th Ave. West, Duluth	0·88	
			7·14
	Main Line—		
	Rosedale to Todmorden	1·8	
	Todmorden to Parry Sound	143·6	
	Parry Sound to Capreol	127·2	
	Capreol to Foleyet	148·3	
	Foleyet to Hornepayne	148·1	
	Hornepayne to Jellicoe	150·5	
	Jellicoe to Current	145·8	
	Todmorden to Trenton	105·0	
	Trenton to Deseronto	28·9	
	Sydenham to Riverside	86·2	
			1,085·40
	Branches—		
	Capreol to Brent	144·8	
	Brent to Rideau Yard	157·8	
	Key Jct. to Key Harbour	6·2	
	Sudbury Jct. to Sudbury	5·2	
	Ottawa to Hurdman	0·6	
	Milnet to Sellwood	5·2	
	Udney to G.T.R. Crossing	7·4	
	Sudbury to Algoma Eastern Ry	2·4	
	Various Spurs	29·2	
			358·80
	Rosedale to Toronto	3·8	
	Riverside to Ottawa	1·7	
	G. T. R. Crossing to Orillia	2·8	
	Current to Port Arthur	2·1	
			10·40
	Picton to Trenton	30·6	
	Trenton to Wallace	117·6	
	Ormsby Jct. to Coe Hill	7·2	
	Various Spurs	9·6	
			165·00
	Yarker to Bannockburn	54·5	
	Deseronto to Sydenham	30·0	
			84·50
	Kingston to Harrowsmith	18·6	
			18·60
	York River Jct. to Kinmount Jct	51·9	
			51·90
	Brockville to Westport	44·4	
			44·40
	Main Line—		
	Montreal to Quebec	176·07	
	Joliette to Hawkesbury	67·91	
			243·98
	Branches—		
	Garneau Jct. to Rivière à Pierre	39·84	
	Shawinigan Jct. to Shawinigan Falls	3·41	
	Paradis Jct. to Rawdon	15·88	
	Rinfret Jct. to Huberdeau	45·28	
	Various Spurs	14·51	
			118·7

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Canadian Northern Railway System—*Con.*	Hurdman to Hawkesbury	56·85	56·85
	Main Line—		
	Quebec to Chicoutimi	227·0	227·00
	Branches—		
	Chambord Jct. to Roberval	12·3	
	Linton to La Tuque	39·6	
	Various Spurs	6·5	58·40
	Main Line—		
	Halifax to Yarmouth	246·60	246·60
	Branches—		
	Bridgewater Jct. to Port Wade	92·50	
	Caledonia Jct. to Caledonia	22·10	
	Mahone Jct. to Lunenburg	7·00	
	Various Spurs	12·80	134·40
	Intercolonial Jct. to Halifax	1·70	
	Middleton Jct. to Middleton	0·60	2·30
N. St. C. & T. Electric		75·35	75·35
	Total		9,701·77
Canada Southern	Main Line—Windsor, Ont., to Suspension Bridge, Niagara Falls	236·18	
	Amherstburg Branch—Essex Centre to Amherstburg	16·83	
	St. Clair Branch—St. Clair Junction to Courtwright	60·48	
	Fort Erie Branch—Fort Erie to Welland Junction	17·50	
	Erie and Niagara Branch—Old Fort Erie to Niagara	30·60	
	Oil Springs Branch—Oil Springs to Oil City	5·50	
	Sarnia, Chatham and Erie—Oil City of Petrolia	7·00	
	Leamington and St. Clair—Comber to Leamington	15·95	380·04
Canada Eastern, now included in Intercolonial Railway	Late Northern and Western of New Brunswick		
	Fredericton to Loggieville	125·00	
Canadian Pacific— Owned	Main Line—Montreal to Vancouver		2,899·60
	Branches—Dunmore to Crows Nest	209·50	
	" Quebec to St. Martins Junction	159·80	
	" Piles Junction to Grand Piles	26·90	
	" Berthier Junction to Berthier	2·10	
	" Lauvraie to St. Felix	16·70	
	" Ste. Thérèse Junction to St. Jerome	13·30	
	" St. Thérèse to St. Eustache	6·00	
Montreal and Western	" St. Jerome to Labelle	66·90	
	" St. Lin Junction to St. Lin	15·10	
	" Buckingham Stn. to Buckingham Village	3·20	
Brockville and Ottawa Ry.	" Carleton Junction to Brockville	44·70	
	" Sudbury to Sault Ste. Marie	180·40	
	" Subdury to Copper Mines	5·80	
	" Dyment to Ottamine	6·90	
	" Molson to Lac du Bonnet	21·50	
	" McGregor to Varcoe	55·50	
	" Whittier Junction to Emmerson	63·80	
	" Rubgy Junction to Manitou	100·40	
	" Rugby Junction to Gimli	56·50	
	" Rosenfeldt to Gretna	13·80	
	" Rugby Junction to Arborg	74·30	
	" Rudyard to Kaleida	6·20	
	Souris Branch—Kenmay to Estevan	156·20	
	Souris Branch—Glenboro' to Souris	46·00	
	Souris Branch—Deloraine to Napinka	18·60	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Canadian Pacific—*Con.*	Branches—Schwitzer Junction to Regina	210·30	
	" North Portal to Pasqua	160·60	
	" New Westminster Junction to New Westminster	8·20	
Lake Temiskaming Colonization	" Mattawa to Kippewa	46·70	
	" Misson Junction to Huntingdon	10·00	
	" Revelstoke to Arrow Head	27·40	
	" Vancouver to Coal Harbour	1·20	
	" Three Forks to Sandon	4·30	
	" Wood Bay to Windy Gates	32·40	
	" Deloraine to Lyleton	37·40	
	" Fernie to Fernie Mines	5·00	
	" Kirkella to Hardisty	561·70	
	" Marysville Junction to Marysville	0·90	
	" Crows Nest to Kootenay Landing	182·00	
	" Selkirk Junction to Selkirk	1,30	
	" Wolseley to Reston	122·40	
	" Lauder to Alida	54·70	
	" Bolton Junction to Romford	227·00	
	" Colwyn to Outlook	118·80	
	" Stoughton to Assiniboia	148·30	
	" Langdon to Acme	39·80	
	" Kipp to Aldersyde	85·10	
	" Kerrobert to Macklin	46·40	
	" Molson to Whittier	43·60	
	" Kerrobert to Outlook	102·50	
	" Euston to Bulyea	18·80	
	" Crecy to Colonsay	133·20	
	" Irricana to Standard	36·50	
Alberta Ry. & Irrigation Co.	" Lethbridge to Coutts	66·20	
	" Stirling to Cardston	46·60	
	" Curle to Vantage	49·60	
	" Kelfield to Brass	27·90	
	" Swift Current to Vanguard	44·00	
	" Bush to Cutknife	27·80	
	" Bassano to Standard	35·50	
	" Java to Empress	111·50	
	" Port Moody Spur	3·20	
	" North Star to end of track	19·20	
	" Rural to Bush	42·80	
	" Virden to McAuley	36·50	
	" Sanger to Lander	35·50	
	" Assiniboia to Shaunavon	118·20	
	" Hooper to Neptune	53·60	
	" Retallack to Kasdo	18·10	
	" Suffield to Lomond	83·70	
	" Gimli to Riverton	25·40	
	" Snowflake to Fallison	9·80	
	" Shaunavon to Altawan	84·40	
	" Bassano to Empress	118·30	
	" Gleichen to Shepherd	41·00	
	" Forth to Ullin	64·70	
	" Stirling to Foremost	49·20	
			4,802·70
	Total mileage owned		7,702·30
Lines leased	Atlantic and Northwest (in Canada)—		
	South end Lachine Bridge to Maine boundary, Que. 182·10		
	Payne to Eganville, Ont. 19·20		
	Portion through U.S. territory 144·50	345·80	
	St. Lawrence and Ottawa—		
	Ottawa to Prescott, Ont. 51·80		
	Chaudiere Junction to Sussex St., Ottawa 6·60	58·40	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.		Miles.	Total.
Canadian Pacific—*Con.* Leased Lines	Ontario and Quebec—			
	Montral (Windsor Sta.) to Montreal Jct.	4·80		
	Mile End to Adirondack Jct.	10·10		
	St. Luc Jct. to Western Jct.	2·10		
	Montreal Jct. to Toronto (Union Station)	339·30		
	Leaside Jct. " "	5·30		
	London to Windsor	112·60		
			474·20	
	Credit Valley—			
	Toronto Junction to St. Thomas	116·90		
	Streetsville Junction to Melville Jct.	31·80		
	Cataract to Elora	27·30		
			176·00	
	West Ontario Pacific—Woodstock to London		26·80	
	Toronto Grey and Bruce,—			
	Toronto Junction to Owen Sound	116·50		
	Fraxa Junction to Teeswater	67·90		
	Wingham Junction to Wingham	4·50		
	Mount Forest Tank to Mount Morest	1·20		
			190·10	
	Guelph Junction—			
	Guelph Junction on Credit Valley Ry. to Guelph		15·20	
	Joliette and Brandon—			
	St. Felix to St. Gabriel de Brandon		10·90	
	Montreal and Ottawa—			
	Vaudreuil to Jct. with Canada Atlantic	86·60		
	Rigaud to Pt. Fortune	6·80		
			93·40	
	Lindsay, Bobcaygeon and Pontypool—			
	Burketon Junction to Bobcaygeon		38,70	
	Toronto, Hamilton and Buffalo—			
	Hamilton Junction to Hamilton		2·70	
	Cap de la Madeleine—			
	From Main Line C.P.R., at Junction with Piles Branch to Cap de la Madeleine		2·30	
	New Brunswick—			
	Woodstock to Maine Boundary	59·50		
	Newburg Junction to Gibson	59·10		
	Aroostock Junction to Edmundston	57·10		
	Portion in U.S.	20·20		
			204·90	
	St. John and Maine—			
	Vanceboro to St. John	90·30		
	Fairville to West St. John	3·40		
			93·70	
	Fredericton—			
	Fredericton Junction to Fredericton		22·20	
	New Brunswick and Canada—			
	McAdam Junction to St. Stephen	33·90		
	Watt Junction to St. Andrews	27·50		
	McAdam Junction to Woodstock	51·10		
	Debec Junction to Maine boundary	5·00		
	Portion in U.S.	3·00		
			120·50	
	St. Stephen and Milltown Ry.—			
	St. Stephen to Milltown		4·60	
	Tobique Valley—			
	Perth Centre to Plaster Rock		27·50	
	Manitoba and Northwestern—			
	Portage-la-Prairie to Lanigan	348·80		
	Binscarth to Russell	11·30		
	Bradenbury South	1·00		
	Saskatchewan and Western—Minnedosa to Gauthier Junction	18·30		
			379·40	

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description	Miles.	Total.
Canadian Pacific—*Con.* Leased Lines...	Manitoba Southwestern Colonization—		
	Manitou to Deloraine....	100·50	
	Rugby Junction to Glenboro'...	102·70	
	Elm Creek to Carman.	12·20	
			215·40
	Great Northwest Central—		
	Chater to Miniota.	71·30	
	Forrest to Lenore..	40·90	
			112·20
	British Columbia Southern—		
	Nelson to Proctor...	20·40	
	Yahk to Kingsgate....	10·50	
			30·90
	Northern Colonization—		
	Labelle to Mont Laurier..		58·00
	Shuswap and Okanagan—		
	From Junction with C.P.R. at Sicamous to Lake Okanagan..		51·00
	Nakusp and Arrow Lake to Three Forks of Carpenter's Creek, B.C....	36·40	
	Parapet to Retallack....	7·50	
			43·90
	Columbia and Western—		
	Castlegar Junction to Midway..	100·90	
	Castlegar Junction to Rossland..	29·30	
	Trail to Smelter Junction....	1·40	
	Mining Spurs, including Rossland to LeRoi.	26·80	
			158·40
	Kootenay and Arrowhead—		
	Lardo to Gerrard.....		33·20
	Columbia and Kootenay—		
	Nelson to Robson....	27·40	
	Spur to mouth of Kootenay River...	·80	
	Slocan Junction to Slocan...	31·30	
			59·50
	Vancouver and Lulu Island—		
	Vancouver to Steveston..	16·90	
	Eborne extension.....	10·00	
			26·90
	Calgary and Edmonton—		
	Calgary Junction to Edmonton..	192·80	
	Calgary Junction to Macleod Junction...	107·30	
	Wetaskiwin to Hardisty...	100·30	
	Lacombe to Kerrobert.....	223·10	
			623·50
	Ottawa Northern and Western—		
	Hull to Waltham....	77·60	
	Bremer to Maniwaki.....	80·70	
			158·30
	Tillsonburg, Lake Erie and Pacific—		
	Ingersoll to Port Burwell...	33·40	
	Embro to Ingersoll...	9·30	
			42·70
	Guelph and Goderich—		
	Guelph to Goderich..	80·20	
	Linwood Junction to Listowel	16·20	
			96·40
	Nicola, Kamloops and Similkameen—		
	Nicola to Spence's Bridge.		47·00
	Walkerton and Lucknow—		
	Walkerton to Saugeen Junction....		37·60
	Georgian Bay and Seaboard—		
	Port McNicoll to Bethany		88·30

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Canadian Pacific—*Con.* Leased Lines	St. Mary's and Western Ontario—		
	Embro to St. Mary's	15·70	
	Orford Mountain—		
	Eastman to Windsor 36·40		
	Eastman to Troy Junction 23·40		
		59·40	
	St. Maurice Valley—		
	Three Rivers to Grand Mere	27·40	
	New Brunswick Southern—		
	Shore Line Junction to Bay Shore Junction	80·60	
	South Ontario Pacific—		
	Guelph Junction to Grant Junction	16·40	
	Kingston and Pembroke—		
	Kingston to Renfrew	103·60	
	Kootenay Central—		
	Golden to Colvalli 166·70		
	Caithness to end of track 10·80		
		177·50	
	Southampton—		
	Southampton to Olis	12·60	
	Campbellford, Lake Ontario & Western—		
	Glen Tay to Agincourt	183·50	
	Glengarry and Stormont—		
	Soulanges to Cornwall	27·60	
	Total mileage leased		5,121·20
	owned		7,702·30
	in Can. Pac. system		12,823·50
Canadian Government Rys—	Intercolonial—		
	Halifax to St. Rosalie Junction	797·22	
	Windsor Junction to Woodside	14·94	
	Truro to Sydney	224·22	
	Moncton to St. John	89·31	
	St. Leonard Junction to Nicolet	16·40	
	River Ouelle Branch	6·19	
	St. Charles Junction to Chaudiere Junction	16·73	
	Dalhousie Branch	6·28	
	Stellarton to Oxford Junction	79·40	
	Brown's Point to Pictou	1·60	
	New Glasgow Junction to Pictou Landing	8·24	
	Pugwash Junction to Pugwash	4·54	
	Fredericton to Loggieville	124·39	
	Painsec Junction to Point du Chene	11·98	
	Ferrona Junction to Sunny Brae	12·48	
	Freight Branches	31·42	
	Sydney Mines Diversion	5·26	
			1,450·60
	Windsor Branch (31 miles) of I. C. Ry. is operated by Dominion Atlantic Ry.		
	Prince Edward Island—		
	Main Line—Tignish to Charlottetown	116·10	
	Charlottetown to Murray Harbour	47·80	
	Royalty Junction to Souris	54·70	
	Mount Stewart to Georgetown	24·40	
	Branch—Montague Junction to Montague	6·20	
	Branch—Emerald to Cape Traverse	11·80	
	Branches—Elmira to Harmony Junction	9·90	
			275·20
			1,725·80

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TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Cape Breton Railway	Point Tupper to St. Peters	30·00	
	Terminal to St. Peters	1·00	
			31·00
Caraquet	From Gloucester Junction, Intercolonial Railway, 5 miles south to Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.		68 00
Crows Nest Southern	International Boundary at Gateway to Michel, B.C.		74·18
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy		32·00
Dominion Atlantic, comprising Windsor and Annapolis, and Cornwallis Valley and lease of Windsor Branch of Intercolonial and Midland of Nova Scotia	Windsor to Yarmouth	169·98	
	Branches—		
	From Kentville to Kingsport, on Basin of Minas (formerly Cornwallis Valley Railway)	14·60	
	Windsor Branch of I.C.R.—Windsor to Windsor Junction, Intercolonial Railway, 14 miles from Halifax, leased	31·69	
	Windsor to Truro	57·40	
			274·16
Eastern British Columbia	Corbin to McGillivray, B.C.		14·00
Elgin and Havelock	From Elgin, County of Albert, N.B., to Petitcodiac Junction with Intercolonial Railway; thence to Havelock in County of Kings, N.B.	27·00	
	Havelock to Keith's Mills	1,00	
			28·00
Essex Terminal	Grand Trunk Junction to Sandwich	8·50	
	Windsor Branch Line	1·50	
			10·00
Esquimalt and Nanaimo	Victoria to Courtenay, Island of Vancouver	139·70	
	Hayward Jct. to Cowichan Lake	18·00	
	Parksville Jct. to Port Alberni	38·80	
	Osborne Bay to Crofton	2·50	
			199·00
Fredericton and St. Mary's Ry. Bridge, now in Intercolonial Ry	Over the St. John River, connecting the Fredericton Railway, at Fredericton, with the New Brunswick Railway, and Canada Eastern Ry., at St. Mary's		35·00
Fredericton and Grand Lake	Fredericton to Minto		35·00
Grand Trunk (owned)—			
Montreal Division		395·63	
Ottawa Division		396·59	
Belleville Division		772·26	
Barrie Division		439·38	
Hamilton Division		172·02	
London Division		374·77	
St. Thomas Division		243·65	
Stratford Division		532 47	
			3,326·67
Leased and partly owned	Buffalo and Lake Huron Ry.		
	Fort Erie to Goderich	162·01	
			162·01
	Total mileage owned and leased		3,551·64
Central Counties	{Glen Robertson to Hawkesbury {South Indian to Rockland	38·49	
Pembroke Southern	Golden Lake to Pembroke	21·36	
Temisk'g and N'thn. Ont.	Nipissing Jct. to North Bay Yards	3·11	
			224·97

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
St. Clair Tunnel and approaches	Under the St. Clair River, between Sarnia and Port Huron—connecting the Grand Trunk Railway with Railways in State of Michigan		2·25
	(Length of tunnel between portals 6,000 ft., cylindrical in section with clear inside diameter of 19 feet 10 inches.)		
Grand Trunk Pacific	Winnipeg to Wolf Creek	915·47	
	Port Arthur to Superior Jct.	188·80	
	Wolf Creek to Prince Rupert	830·87	
	Superior Jct. to Winnipeg	258·60	
	Branches	16·25	
	Spurs	18·92	
			2,228·91
Gulf Shore, now Caraquet	Junction with Caraquet Railway at Pokemouche to Tracadie		16·78
Hereford	From International Boundary to Lime Ridge, Quebec, connects with Canadian Pacific Railway at Cookshire, Maine Central at International boundary, and with Quebec Central at Dudswell		52·18
Interprovincial Railway bridge and approaches, now included in Ottawa, Northern and Western	Across the Ottawa River at City of Ottawa	1·40	
Inverness and Richmond, now Inverness Ry. and Coal Co	Inverness to Point Tupper Junction		60·91
International of New Brunswick	Campbellton to St. Leonards		111·30
Kaslo and Slocan (Can. Pac. Ry.)			
Kent Northern	Richibucto, N.B., to Kent Jct., Intercolonial Railway		27·00
Kettle Valley	Carson to Lynch Creek, B.C.	22·19	
	Midway to Penticton	133·44	
	Penticton to Princeton	71·42	
	Brookmere to Merritt	29·70	
			255·75
Klondike Mines	Dawson City to Sulphur Springs		31·81
Lake Huron and N. Ontario			17·16
Lotbinière and Megantic	Lyster Station, Grand Trunk, to St. Jean des Chaillons		30·00
Lake Erie and Detroit River	Walkerville, Ont., to St. Thomas	126·78	
Erie and Huron	Rondeau to Sarnia	72·03	
			198·81
London and Port Stanley	London to Port Stanley on Lake Erie		23·66
Maganetawan River	Burks Falls, on Grand Trunk Ry., to Maganetawan River		1·91
Maritime Coal, Railway and Power Co	Maccan to Joggins Coal Mine		15·00
Midland of Nova Scotia (formerly Stewiacke Valley)	From Windsor to Truro, N.S., *see* Dominion Atlantic Railway.		
Massawippi Valley	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C.P.R. at Lennoxville	31·95	
	Branch—Stanstead Junction to Stanstead	3·51	
			35·46
Manitoba Gt. Northern	International Boundary at Gretna to Portage la Prairie	76·52	
	International Boundary near Haskett to Morden	15·25	
			91·77
Midland of Manitoba	Terminals at Winnipeg		6·40

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TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Montreal and Vermont Jct...	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. John, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway..		23·60
Montreal, Portland and Boston, now Montreal and Province Line...	Junction with Grand Trunk at St. Lambert to Farnham..	32·00	
	Marieville to St. Césaire.	8·60	
	Farnham to Freligsburgh	18·00	
			58·60
Montreal and Atlantic (formerly Southeastern).	Main Line—Farnham to Richford on International Boundary..	43·70	
	Drummondville Junction to Drummondville.	59·20	
Moncton and Buctouche.....	Moncton to Buctouche, N.B...		32·00
	Leased—Lake Champlain and St. Lawrence Junction—Stanbridge to St. Guillaume		60·50
	(Connects with Connecticut and Passumpsic, Grand Trunk and Stanstead, Shefford and Chambly Rys.)		
Morrissey, Fernie and Michel	From Swinton to Carbonado, B.C., and leased line..		10·85
Napierville Junction.....	St. Constant Junction to Rouse's Point....		27·06
National Transcontinental..	Moncton to Chaudiere.....	455·15	
	Quebec Bridge to Fitzpatrick....	126·49	
	Fitzpatrick to Parent ..	118·95	
	Parent to Doucet ..	102·92	
	Doucet to O'Brien.	106·80	
	O'Brien to Cochrane.....	112·59	
	Cochrane to Hearst..	129·08	
	Hearst to Grant.....	125·11	
	Grant to Armstrong...	131·23	
	Armstrong to Graham.....	138·65	
	Graham to Redditt.....	123·70	
	Redditt to Winnipeg.....	128 70	
	Superior Junction to Fort William	188·80	
	St. Malo Branch.....	5·33	
			1,993 50
Nelson and Fort Sheppard	From Troup Junction to Waneta on International Boundary, B.C.....		55·42
New Glasgow Iron, Coal and Railway Co., now Nova Scotia Steel and Coal Co...	Now included in Intercolonial Ry		
New Brunswick and Prince Edward Island	From Sackville Station, International Railway, to Cape Tormentine.....		35·79
New Brunswick Coal and Ry. Co...	From Norton to Minto..		58·00
New Brunswick Southern (now Can. Pacific).			
New Westminster Southern..	Douglas to South Westminster		23·73
North Shore.....	Adamsville to Mount Carlyle....		8·63
Northern New Brunswick and Seaboard..	Nipisiquit to Bathurst..		19·80
Nosbonsing and Nipissing...	From Lake Nosbonsing to Lake Nipissing.		5·50
Orford Mountain (now Can Pac. Ry.)			
Ottawa and New York...	From Ottawa to International Boundary near Cornwall		56·90
Pembroke Southern (leased to Canada Atlantic)..	From Pembroke to Golden Lake...		21·36
Phillipsburg Ry. and Quarry Co.....	Stanbridge Station of Canadian Pacific and Central Vermont Railways, to Phillipsburg, Missisquoi Co.		6·00
Princeton Branch of Washington Co., Ry., (U.S.), now Maine Central....	International Boundary near Waring to International Boundary, near Woodlands..		5·10

TABLE 1.—Showing Location of Railways, etc.—*Continued.*

Name of Railway.	Description.	Miles.	Total.
Quebec Bridge and approaches to connect adjacent railways	(Across St. Lawrence River at Quebec, under construction 10 miles.)		
Quebec Central	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Levis, Quebec	138·00	
	Beauce Junction to St. Sabine	55·00	
	Tring Megantic—Tring Junction to Megantic	60·00	
	(Connects with Grand Trunk, Canadian Pacific and Boston and Maine Rys. at Sherbrooke.)	253·00	
Quebec, Montmorency and Charlevoix, now Quebec Ry., Light and Power Co.	Quebec to Cap Tormentine	27·50	
	Branches	3·32	
			30·82
Quebec Oriental	Metapedia Station to Paspebiac	.....	100·00
Quebec, Montreal and Southern, comprising East Richelieu Valley Railway and United Counties	Noyan Junction to Bellevue Junction	81·09	
South Shore Railway	From Fortierville Junction with Grand Trunk at St. Lambert	109·69	
	St. Constant Junction to Napierville Junction	1·40	
			192·18
Red Mountain	From International boundary line at Patterson, B.C., to Rossland	.....	9·59
Roberval-Saguenay	Bagotville to Ha-Ha Bay Junction	20·00	
	Latarriere Junction to Lake Kenogami)	12·00	
	Labrosse Junction to Chicoutimi	3·40	
	Bagotville to St. Alexis	1·40	
			36·80
Rutland and Noyan	International boundary to Noyan Jct	.....	3·39
Stanstead, Shefford and Chambly	From Junction with Montreal and Vermont Junction Railway, near St. Johns, Que., easterly to Waterloo	.....	43·00
St. John Bridge and Railway Extension, now leased by Canadian Pacific Ry	From St. John to Fairville, crosses St. John River at the Falls by a cantilever steel bridge and connects Intercolonial Railway with New Brunswick Railway, C.P.R., included in Canadian Pacific System, 2 miles.		
St. John Valley and Rivière du Loup	From Fredericton, N.B., to Woodstock, N.B., 66 miles, of which 6 miles are built	.....	
Salisbury and Albert (formerly Albert Railway)	Salisbury to Albert, N.B.	.....	45·00
Schomberg and Aurora	Bond Lake, Ont., to Schomberg	.....	14·40
St. Lawrence and Adirondack	From Jct. with Canada Atlantic near Valleyfield to International boundary	19·92	
	Beauharnois to Junction with Canadian Pacific at Adirondack Junction	12·90	
	Leased—Valleyfield to Beaunarnois	13·30	
			46·12
St. John and Quebec	Fredericton to Centreville	88·69	
	Fredericton to Gagetown	30·13	
			118·82
St. Martins	Hampton to St. Martins	.....	30·00
Sydney and Louisburg (Dominion Coal Co.)	Sydney Harbour to Louisburg Harbour	39·17	
	Branches to coal mines	28·67	
	Spurs	2·25	
			70·09
Temiskaming and Northern Ontario	North Bay to Cochrane	252·28	
	Englehart to Charlton	7·60	
	Iroquois Falls to Timmins	40·11	
	Earlton to Elk Lake City	28·50	
			328·49

TABLE 1.—Showing Location of Railways, etc.—*Concluded.*

Name of Railway.	Description.	Miles.	Total.
Thousand Islands	Gananoque on St. Lawrence River to Thousand Islands Junction		6·33
Temiscouata	Rivière du Loup, Que., to Edmunston, N.B., on the New Brunswick Railway	81·00	
	Branch—Edmunston to Connors, on St. John River	32·00	
			113·00
Tillsonburg, Lake Erie and Pacific	Port Burwell to Ingersoll, now in Can. Pac. Ry		
Toronto, Hamilton and Buffalo, including Brantford, Waterloo and Lake Erie	Waterford Jct. with Canada Southern to Welland Junction with Canada Southern—passing through the city of Hamilton	79·88	
	Smithville to Dunnville	14·88	
	Hamilton to Grand Trunk Junction	0·27	95·03
Victoria and Sidney	Victoria to Sidney, B.C.		15·97
Victoria Terminal Railway and Ferry	City of Victoria		0·99
Vancouver, Victoria and Eastern	Laurier to Danville	16·47	
	Grand Forks Junction to Phœnix	25·82	
	Grand Forks to Granby Smelter	4·74	
	Midway to International Boundary	28·89	
	Chopaka to Coalmont	71·27	
	International Boundary to South Westminster	21·05	
	International Boundary to Port Guichon	46·57	
	New Westminster to Vancouver	14·79	
	Burrard Inlet to Vancouver	2·16	
	Abbotsford to Kilgard	4·52	
	Coalmont to Brookmere	25·39	
			261·67
Wellington Colliery	Union Bay to Cumberland		10·75
York and Carleton	Junction with Canada Eastern Ry. at Cross Creek Station to Ryan Brook, N.B.		10·50
	Total mileage		37,266·12

TABLE 2.—SUMMARY of Mileage operated for the

Number.	Name of Railway.	Single Track.						
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under Lease.	Line operated under Contract, etc.	Line operated under Trackage Rights.	Total Mileage operated.
		Main line.	Branches and spurs.					
1	Algoma Central & Hudson Bay	317·25	21·23	.....	9·23	.....	·98	348·69
2	Algoma Eastern	83·89	3·36	.....	1·52	.....	2·39	91·16
3	Atlantic, Quebec & Western	102·44	·64	.....	.....	.....	.....	103·08
4	Bedlington & Nelson	12·04	.....	.....	.....	.....	.....	12·04
5	Brandon, Sask'n & Hudson Bay	69·45	.....	.....	.....	.....	.....	69·45
6	British Yukon	85·80	15·32	.....	.....	.....	.....	101·12
7	Canada & Gulf Terminal	35·80	.....	.....	.....	.....	.....	35·80
8	Canada Southern	226·18	154·36	.....	.....	.....	16·91	397·45
	Canadian Gov't Railways—							
9	Intercolonial	1,479·12	34·98	.....	.....	.....	39·27	1,553·37
10	Prince Edward Island	274·60	.....	.....	.....	.....	.....	274·60
11	Canadian Northern System	3,783·17	5·219,23	.....	376·64	268·19	54·54	9,701·77
12	Canadian Pacific	2,899·10	4,879·70	3,497·20	1,496·90	126·80	93·90	12,993·60
13	Cape Breton	31·00	.....	.....	.....	.....	.....	31·00
14	Caraquet	84·78	.....	.....	.....	.....	.....	84·78
15	Central Vermont	116·60	8·60	.....	.....	.....	.....	125·20
16	Crow's Nest Southern	74·18	.....	.....	.....	.....	.....	74·18
17	Cumberland Ry. & Coal Co	32·00	.....	.....	.....	.....	.....	32·00
18	Detroit River Tunnel Co	1·45	.....	.....	.....	.....	.....	1·45
19	Dominion Atlantic	169·98	72·49	.....	31·69	.....	14·29	288·45
20	Eastern British Columbia	14·00	.....	.....	.....	.....	.....	14·00
21	Edmonton, Dunvegan, British Columbia	287·00	.....	.....	.....	.....	.....	287·00
22	Elgin & Havelock	27·00	.....	.....	.....	.....	.....	27·00
23	Esquimalt & Nanaimo	139·70	59·50	.....	.....	.....	.....	199·20
24	Essex Terminal	8·50	1·50	.....	.....	.....	.....	10·00
25	Fredericton & Grand Lake	35·00	.....	.....	.....	.....	.....	35·00
26	Grand Trunk	3,330·88	.....	.....	.....	224·97	8,96	3,564·81
27	Grand Trunk Pacific	1,935·14	27·07	.....	1·70	.....	4·50	1,968·41
28	Hereford	52·18	.....	.....	.....	.....	.....	52·18
29	International of New Brunswick	111·30	.....	.....	.....	.....	.....	111·30
30	Inverness Ry. & Coal Co	60·91	.....	.....	.....	.....	.....	60·91
31	Kent Northern	27·00	.....	.....	.....	.....	.....	27·00
32	Kettle Valley	255·75	.....	.....	47·17	.....	38·51	341·43
33	Klondike Mines	31·81	.....	.....	.....	.....	.....	31·81
34	Lotbinière & Megantic	30·00	.....	.....	.....	.....	.....	30·00
35	Maganetawan River	1·91	.....	.....	.....	.....	.....	1·91
36	Maine Central	5·10	.....	.....	.....	.....	.....	5·10
37	Manitoba Great Northern	91·77	.....	.....	.....	.....	·99	92·76
38	Maritime Coal Ry. & Power Co	12·00	3·00	.....	.....	.....	.....	15·00
39	Massawippi Valley	35·46	.....	.....	.....	.....	2·95	38·41
40	Montreal & Atlantic	102·40	.....	.....	82·00	.....	.....	184·40
41	Morrissey, Fernie & Michel	.....	5·82	.....	5·03	.....	.....	10·85
42	Moncton & Buctouche	32·00	.....	.....	.....	.....	.....	32·00
43	Midland of Manitoba	6·40	.....	.....	.....	.....	69·02	75·42
44	Napierville Junction	27·06	.....	.....	.....	.....	.....	27·06
45	National Transcontinental	1,810·00	.....	.....	192·09	.....	.....	2·002,09
46	Nelson & Fort Sheppard	55·42	.....	.....	.....	.....	5·42	60·84
47	New Brunswick Coal & Ry. Co	58·00	.....	.....	.....	.....	.....	58·00
48	New Brunswick & P.E. Island	36·05	.....	.....	.....	.....	.....	36·05
49	New Westminster Southern	15·18	.....	.....	.....	.....	10·03	25·21
50	North Shore	6·13	2·50	.....	.....	.....	.....	8·63
51	Northern New B'k. & Seaboard	19·80	.....	.....	.....	.....	.....	19·80
52	Nosbonsing & Nipissing	5·50	.....	.....	.....	.....	.....	5·50
53	Ottawa & New York	56·90	.....	.....	.....	.....	1·94	58·84
54	Pere Marquette	198·81	.....	.....	.....	.....	137·84	336·65
55	Philipsburg Ry. & Quarry Co	6·00	.....	.....	.....	.....	.....	6·00
56	Quebec Central	138·00	139·00	.....	.....	.....	.....	277·00
57	Quebec Oriental	100·00	.....	.....	.....	.....	.....	100·00
58	Quebec Ry. Light & Power	27·50	.....	.....	.....	3·32	.....	30·82

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Year ending June 30, 1916—All Tracks.

Steel rails.	Second Track.								Number.
	Line represented by Capital Stock.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Steel rails	
	Main line.	Branches and spurs.							
347·71									1
88·77									2
103·08									3
12·04									4
69·45									5
101·12									6
35·80									7
380·54	226·18	16·86				1·60	244·64	243·04	8
1,514·10	29·89					370·3	66·92	29·89	9
274·60									10
9,647·23									11
12,899·70	1,151·40			265·00			1,416·40	1,416·40	12
31·00									13
84·78									14
125·20									15
74·18									16
32·00									17
1·45									18
274·16						13·85	13·85		19
14·00									20
287·00									21
27·00									22
199·20									23
10·00									24
35·00									25
3,555·85	728·23				12·25	3·74	744·22	740·48	26
1,963·91	9·50					1·00	10·50	9·50	27
52·18									28
111·30									29
60·91									30
27·00									31
302·92									32
31·81									33
30·00									34
1·91									35
5·10									36
91·77									37
15·00									38
35·46									39
184·40	6·50						6·50	6·50	40
10·85									41
32·00									42
6·40									43
27·06									44
2,002·09	13·45						13·45	13·45	45
55·42									46
58·00									47
36·05									48
15·18									49
8·63									50
19·80									51
5·50									52
56·90									53
198·81						136·57	136·57		54
6·00									55
277·00									56
100·00									57
30·82	9·50						9·50	9·50	58

TABLE 2.—SUMMARY of Mileage operated for the

Number.	Name of Railway.	Single Track.						
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under Lease.	Line operated under Contract, etc.	Line operated under trackage Rights.	Total mileage operated.
		Main line.	Branches and spurs.					
59	Quebec Montreal & Southern	190·78	1·40	.....	.....	.....	.....	192·18
60	Red Mountain	9·59	.....	.....	.....	.....	.....	9·59
61	Ruthland & Noyan	3·39	.....	.....	.....	.....	.....	3·39
62	Roberval & Saguenay	20·00	16·80	.....	.....	.....	.....	36·80
63	Salisbury & Albert	45·00	.....	.....	.....	.....	.....	45·00
64	St. Lawrence & Adirondack	32·82	.....	.....	13·30	.....	8·80	54·92
65	St. Martins	30·00	.....	.....	.....	.....	.....	30·00
66	Sydney & Louisburg	39·17	28·85	1·05	1·20	.....	.....	70·27
67	St. John & Quebec	119·87	.....	.....	.....	.....	.....	119·87
68	St. Clair Tunnel Co	1·23	.....	.....	.....	.....	.....	1·23
69	Temiscouata	113·00	.....	.....	.....	.....	.....	113·00
70	Temiskaming & Northern Ontario	252·29	76·21	.....	.....	.....	.....	328·50
71	Thousand Islands	6·08	.....	·25	.....	.....	.....	6·33
72	Toronto, Hamilton & Buffalo	79·88	15·17	.....	.....	.....	4·36	99·41
73	Vancouver, Victoria & Eastern	224·12	.....	.....	.....	.....	1·48	225·60
74	Victoria & Sidney, B.C	15·97	.....	.....	.....	.....	.....	15·97
75	Victoria Terminal Ry. & Ferry Co	·99	.....	.....	.....	.....	.....	·99
76	Wabash, in Canada	.....	.....	.....	.....	.....	245·40	245·40
77	York & Carleton	10·50	.....	.....	.....	.....	.....	10·50
	Final totals	20,267·07	10,786·73	3,498·50	2,258·47	623·28	762·48	38,196·53

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Year ending June 30, 1916—All Tracks—*Concluded.*

Second Track.									
Steel rails.	Line represented by Capital Stock.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Steel rails	Number.
	Main line.	Branches and spurs.							
192·18									59
9·59									60
3·39									61
36·80									62
45·00									63
46·12									64
30·00									64
70·27	1·00						1·00	1·00	66
119·87									67
1·23									68
113·00									69
328·50	1·70						1·70	1·70	70
6·33									71
95·05	9·79	·29				·37	10·45	10·08	72
224·12	7·12						7·12	7·12	73
15·79									74
·99									75
									76
10·50									77
37,434·05	2,194·26	17·15		265·00	12·25	194·16	2,682·82	2,488·66	

TABLE 2.—SUMMARY of Mileage operated for the

Number.	Name of Railway.	Yard Track and Sidings.						
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under Lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.
		Main line.	Branches and spurs.					
1	Algoma Central & Hudson Bay	26·70	·68	.....	12·76	.....	.....	40·14
2	Algoma Eastern	7·95	.....	.....	4·25	.....	1·04	13·24
3	Atlantic, Quebec & Western	1·80	.....	.....	.....	.....	.....	1·80
4	Bedlington & Nelson	.....	.....	.....	.....	.....	.....	.....
5	Brandon, Sask'n & Hudson Bay	10·61	.....	.....	.....	.....	.....	10·61
6	British Yukon	.....	.....	.....	.....	.....	.....	.....
7	Canada & Gulf Terminal	2·00	.....	.....	.....	.....	.....	2·00
8	Canada Southern	177·54	48·43	.....	.....	.....	7·65	233·62
	Canadian Gov't Railways—							
9	Intercolonial	491·66	.....	.....	.....	.....	.....	491·66
10	Prince Edward Island	31·30	.....	.....	.....	.....	.....	31·30
11	Canadian Northern System	.....	.....	714·21	92·20	35·62	.....	842·03
12	Canadian Pacific	2,668·60	.....	.....	1,106·90	.....	.....	3,775·50
13	Cape Breton	.....	.....	.....	.....	.....	.....	.....
14	Caraquet	3·05	.....	.....	.....	.....	.....	3·05
15	Central Vermont	7·93	.....	.....	.....	.....	.....	7·93
16	Crow's Nest Southern	13·86	.....	.....	.....	.....	.....	13·86
17	Cumberland Ry. & Coal Co	16·00	.....	.....	.....	.....	.....	16·00
18	Detroit River Tunnel Co	.....	.....	.....	.....	.....	.....	.....
19	Dominion Atlantic	15·74	12·46	.....	5·50	.....	6·00	39·70
20	Eastern British Columbia	2·19	.....	.....	.....	.....	.....	2·19
21	Edmonton, Dunvegan & B.C	20·89	.....	.....	.....	.....	.....	20·89
22	Elgin & Havelock	.....	.....	.....	.....	.....	.....	.....
23	Esquimalt & Nanaimo	46·30	.....	.....	.....	.....	.....	46·30
24	Essex Terminal	.....	.....	.....	.....	.....	.....	.....
25	Fredericton & Grand Lake	.....	.....	.....	.....	.....	.....	.....
26	Grand Trunk	1,365·92	.....	.....	.....	42·48	5·41	1,413·81
27	Grand Trunk Pacific	395·52	.....	.....	.....	.....	13·88	409·40
28	Hereford	8·55	.....	.....	.....	.....	.....	8·55
29	International New Brunswick	8·35	.....	.....	.....	.....	.....	8·35
30	Inverness Ry. & Coal Co	8·20	.....	.....	.....	.....	.....	8·20
31	Kent Northern	.....	.....	.....	.....	.....	.....	.....
32	Kettle Valley	17·30	.....	.....	6·28	.....	2·29	25·87
33	Klondike Mines	2·00	.....	.....	.....	.....	.....	2·00
34	Lotbinière & Megantic	3·00	.....	.....	.....	.....	.....	3·00
35	Maganetawan River	.....	.....	.....	.....	.....	.....	.....
36	Maine Central	.....	.....	.....	.....	.....	.....	.....
37	Manitoba Great Northern	9·61	.....	.....	.....	.....	.....	9·61
38	Maritime Coal Ry. & Power Co	.....	3·00	.....	.....	.....	.....	3·00
39	Massawippi Valley	10·58	.....	.....	.....	.....	.....	10·58
40	Montreal & Atlantic	40·10	.....	.....	.....	.....	.....	40·10
41	Morrissey, Fernie & Michel	.....	.....	.....	.....	.....	.....	.....
42	Moncton & Buctouche	2·00	.....	.....	.....	.....	.....	2·00
43	Midland of Manitoba	11·11	.....	.....	.....	.....	.....	11·11
44	Napierville Junction	3·36	.....	.....	.....	.....	.....	3·36
45	National Transcontinental	368·86	.....	.....	58·00	.....	.....	426·86
46	Nelson & Fort Sheppard	2·99	.....	.....	.....	.....	.....	2·99
47	New Brunswick Coal & Ry. Co	7·00	.....	.....	.....	.....	.....	7·00
48	New Brunswick & P.E. Island	4·28	.....	.....	.....	.....	.....	4·28
49	New Westminster Southern	1·28	.....	.....	.....	.....	.....	1·28
50	North Shore	1·37	.....	.....	.....	.....	.....	1·37
51	Northern New B'k. & Seaboard	.....	.....	.....	.....	.....	.....	.....
52	Nosbonsing & Nipissing	.....	.....	.....	.....	.....	.....	.....
53	Ottawa & New York	9·54	.....	.....	.....	.....	.....	9·54
54	Pere Marquette	74·14	.....	.....	.....	.....	23·03	97·17
55	Philipsburg Ry. & Quarry Co	.....	.....	.....	.....	.....	.....	.....
56	Quebec Central	.....	.....	.....	.....	.....	.....	.....
57	Quebec Oriental	3·10	.....	.....	.....	.....	.....	3·10
58	Quebec Ry. Light & Power	.....	6·93	.....	.....	.....	.....	6·93
59	Quebec, Montreal & Southern	23·96	4·09	.....	.....	.....	.....	28·05
60	Red Mountain	2·99	.....	.....	.....	.....	.....	2·99

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Year ending June 30, 1916—All Tracks—*Continued.*

Total Mileage Operated—All Tracks.									
Steel rails.	Line represented by Capital Stock.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated	Steel rails	Number.
	Main line.	Branches and spurs.							
40·14	343·95	21·91		21·99		·98	388·83	387·85	1
12·20	91·84	3·36		5·77		3·43	104·40	100·97	2
1·80	104·24	·64					104·88	104·88	3
	12·04						12·04	12·04	4
10·61	80·06						80·06	80·06	5
	85·80	15·32					101·12	101·12	6
2·00	35·80	2·00					37·80	37·80	7
225·97	629·90	219·65				26·16	875·71	849·55	8
491·66	2,000·67	34·98				76·30	2·111·95	2,035·65	9
31·30	305·90						305·90	305·90	10
842·03	3,783·17	5,219·23	714·21	468·84	303·81	54·54	10,543·80	10,489·26	11
3,775·50	6,719·10	4,879·70	3,497·20	2,868·80	126·80	93·90	18,185·50	18,091·60	12
	31·00						31·00	31·00	13
3·05	87·83						87·83	87·83	14
7·93	124·53	8·60					133·13	133·13	15
13·86	88·04						88·04	88·04	16
16·00	48·00						48·00	48·00	17
	1·45						1·45	1·45	18
33·70	185·72	84·95		37·19		34·14	342·00	307·86	19
2·19	16·19						16·19	16·19	20
20·89	307·89						307·89	307·89	21
	27·00						27·00	27·00	22
46·30	186·00	59·50					245·50	245·50	23
	8·50	1·50					10·00	10·00	24
	35·00						35·00	35·00	25
1,408·40	5,425·03				279·70	18·11	5·722,84	5,704·73	26
395·52	2,340·16	27·07		1·70		19·38	2,388·31	2,368·93	27
8·55	60·73						60·73	60·73	28
8·35	119·65						119·65	119·65	29
8·20	69·11						69·11	69·11	30
	27·00						27·00	27·00	31
23·58	273·05			53·45		40·80	367·30	326·50	32
2·00	33·81						33·81	3·81	33
3·00	33·00						33·00	33·00	34
	1·91						1·91	1·91	35
	5·10						5·10	5·10	36
9·61	101·38					·99	102·37	101·38	37
3·00	12·00	6·00					18·00	18·00	38
10·58	46·04					2·95	48·99	46·04	39
40·10	149·00			82·00			231·00	231·00	40
		5·82		5·03			10·85	10·85	41
2·00	34·00						34·00	34·00	42
11·11	17·51					69·02	86·53	17·51	43
3·36	30·42						30·42	30·42	44
426·86	2,192·31			250·09			2,442·40	2,442·40	45
2·99	58·41					5·42	63·83	58·41	46
7·00	65·00						65·00	65·00	47
4·28	40·33						40·33	40·33	48
1·28	16·46					10·03	26·49	16·46	49
1·37	7·50	2·50					10·00	10·00	50
	19·80						19·80	19·80	51
	5·50						5·50	5·50	52
9·54	66·44					1·94	68·38	66·44	53
74·14	272·95					297·44	570·39	272·95	54
	6·00						6·00	6·00	55
	138·00	139·00					277·00	277·00	56
3·10	103·10						103·10	103·10	57
6·93	37·00	6·93			3·32		47·25	47·25	58
28·05	214·74	5·49					220·23	220·23	59
2·99	12·58						12·58	12·58	60

TABLE 2.—SUMMARY of mileage operated for the

Number.	Name of Railway.	Yard Track and Sidings						
		Line represented by Capital Stock.		Line of Proprietary Companies.	Line operated under Lease.	Line operated under Contract, etc.	Line operated under trackage Rights.	Total mileage operated.
		Main line.	Branches and spurs.					
61	Ruthland & Noyan	·39						·39
62	Roberval & Saguenay							
63	Salisbury & Albert	5·00						5·00
64	St. Lawrence & Adirondack	6·87			4·75			11·62
65	St. Martins							
66	Sydney & Louisburg		52·79					52·79
67	St. John & Quebec	7·68						7·68
68	St. Clair Tunnel	·35						·35
69	Temiscouata	9·40						9·40
70	Temiskaming & Northern Ont.	89·20	21·05					110·25
71	Thousand Islands	1·00						1·00
72	Toronto, Hamilton & Buffalo	62·13	2·86					64·99
73	Vancouver, Victoria & Eastern	47·74						47·74
74	Victoria & Sidney B.C.	1·66						1·66
75	Victoria Terminal Ry. & Ferry Co	·58						·58
76	Wabash (in Canada)							
77	York & Carleton							
	Final Totals	6,161·23	152·29	714·21	1,290·64	78·10	59·30	8,455·77

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Year ending June 30, 1916—All Tracks—*Concluded.*

Steel rails.	Total Mileage Operated—All Tracks.								Number.
	Line represented by Capital Stock.		Line of proprietary companies	Line operated under lease.	Line operated under contract, etc.	Line operated under trackage rights.	Total mileage operated.	Steel rails	
	Main line.	Branches and spurs.							
·39	3·78	.....	.....	.....	.....	.....	3·78	3·78	61
.....	20·00	16·80	.....	.....	.....	.....	36·80	36·80	62
5·00	50·00	.....	.....	.....	.....	.....	50·00	50·00	63
11·62	39·69	.....	.....	18·05	.....	8·80	66·54	57·74	64
.....	30·00	.....	.....	.....	.....	.....	30·00	30·00	65
52·79	40·17	81·64	1·05	1·20	.....	.....	124·06	124·06	66
7·68	127·55	.....	.....	.....	.....	.....	127·55	127·55	67
·35	1·58	.....	.....	.....	.....	.....	1·58	1·58	68
9·40	122·40	.....	.....	.....	.....	.....	122·40	122·40	69
110·25	343·19	97·26	.....	.....	.....	.....	440·45	440·45	70
1·00	7·08	.....	·25	.....	.....	.....	7·33	7·33	71
64·99	151·80	18·32	.....	.....	.....	4·73	174·85	170·12	72
47·74	278·98	.....	.....	.....	.....	1·48	280·46	278·98	73
1·66	17·63	.....	.....	.....	.....	.....	17·63	17·63	74
·58	1·57	.....	.....	.....	.....	.....	1·57	1·57	75
.....	.....	.....	.....	.....	.....	245·40	245·40	.....	76
.....	10·50	.....	.....	.....	.....	.....	10·50	10·50	77
8,396·47	28,620·56	10,958·17	4,212·71	3,814·11	713·63	1,015·94	49,335·12	48,319·18	

TABLE 3.—SUMMARY of Single Track Railway Mileage operated in Provinces for the Year ending June 30, 1916—*Continued.*

Mileage operated in NOVA SCOTIA on June 30.

Name of Railway.	1916.	1915.	Increase.	Decrease.
Canadian Government Railways (Intercolonial)	571·48	505·01	66·47	
Cape Breton	31·00	31·00		
Cumberland	32·00	32·00		
Dominion Atlantic	274·16	274·16		
Canadian Northern System	381·00	378·46	2·54	
Inverness Railway Coal Co.	60·91	60·91		
Maritime Coal, Railway & Power Co.	15·00	15·00		
Sydney & Louisburg	70·27	70·09	0·18	
Total	1,435·82	1,366·63	69·19	.....

Mileage operated in PRINCE EDWARD ISLAND on June 30.

Canadian Government Railways—Prince Edward Island	274·60	275·20	.....	0·60

Mileage operated in NEW BRUNSWICK on June 30.

Canadian Government Railways (Intercolonial)	474·73	481·58	.....	6·85
Canadian Pacific	531·80	531·80		
Caraquet & Gulf Shore	84·78	84·78		
Elgin & Havelock	27·00	27·00		
Fredericton & Grand Lake	35·00	35·00		
International of New Brunswick	111·30	111·30		
Maine Central	5·10	5·10		
Moncton & Buctouche	32·00	32·00		
National Transcontinental	256·00	256·29	.....	0·29
New Brunswick Cove	58·00	58·00		
New Brunswick & Prince Edward Island	36·05	35·79	0·26	
North Shore	8·63	8·63		
Northern New Brunswick & Seaboard	19·80	19·80		
Salisbury & Albert	45·00	45·00		
St. Martins	30·00	30·00		
St. John & Quebec	119·87	118·82	1·05	
Temiscouata	44·00	44·00		
Kent Northern	27·00	27·00		
York & Carlton	10·50	10·50		
Total	1,956·56	1,962·39	1·31	7·14

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TABLE 3.—SUMMARY of Single Track Railway Mileage operated in Provinces for the Year ending June 30, 1916—*Continued.*

Mileage operated in QUEBEC on June 30.

Name of Railway.	1916.	1915.	Increase.	Decrease.
Atlantic, Quebec & Western	103·08	102·42	0·66	
Canada & Gulf Terminal	35·80	35·80		
Canadian Government Railways (Intercolonial)	467·89	464·01	3·88	
Canadian Northern System	648·30	638·48	9·82	
Canadian Pacific	1,737·40	1,063·30	10·10	
Central Vermont	125·20	125·20		
Grand Trunk	503·28	503·28		
Hereford	52·18	52·18		
Lotbiniere & Megantic	30·00	30·00		
Massawippi Valley	35·46	35·46		
Montreal & Atlantic	162·90	163·40		0·50
Napierville Junction	27·06	27·06		
National Transcontinental	707·00	699·41	7·59	
Philipsburg Railway & Quarry Co	6·00	6·00		
Quebec Central	277·00	253·00	24·00	
Quebec Oriental	100·00	100·00		
Quebec Railway, Light & Power Co	30·82	30·82		
Quebec, Montreal & Southern	192·18	192·18		
Rutland & Noyan	3·39	3·39		
Roberval-Saguenay	36·80	36·80		
St. Lawrence & Adirondack	46·12	46·12		
Temiscouata	69·00	69·00		
Total	4,732·86	4,677·31	56·05	0·50

Mileage operated in ONTARIO on June 30.

Algoma Central & Hudson Bay	347·71	347·81		0·10
Algoma Eastern	88·77	88·94		0·17
Canada Southern	380·54	380·04	0·50	
Canadian Northern System	2,312·94	1,493·32	819·62	
Canadian Pacific	3,290·40	3,290·90		0·50
Essex Terminal	10·00	10·00		
Grand Trunk	3,052·57	3,048·36	4·21	
Grand Trunk Pacific	194·44	365·80		171·36
Maganetawan	1·91	1·91		
National Transcontinental	947·09	943·80	3·29	
Nosbonsing & Nipissing	5·50	5·50		
Ottawa & New York	56·90	56·90		
Pere Marquette	198·81	198·81		
Temiskaming & Northern Ontario	328·50	328·49	0·01	
Thousand Islands	6·33	6·33		
Toronto, Hamilton & Buffalo	95·05	95·03	0·02	
Detroit River Tunnel Co	1·45	1·45		
St. Clair Tunnel	1·23	1·10	0·13	
Total	11,320·14	10,664·49	827·78	172·13

Mileage operated in MANITOBA on June 30.

Brandon, Saskatchewan & Hudson Bay	69·45	69·45		
Canadian Northern System	2,108·86	2,201·39		92·53
Canadian Pacific	1,727·80	1,728·10		0·30
Grand Trunk Pacific	213·31	306·50		93·19
Manitoba Great Northern	91·77	91·77		
Midland of Manitoba	6·40	6·40		
National Transcontinental	92·00	94·00		2·00
Total	4,309·59	4,497·61		188·02

TABLE 3.—SUMMARY of Single Track Railway Mileage operated in Provinces for the Year ending June 30, 1916—*Continued.*

Mileage operated in SASKATCHEWAN on June 30.

Name of Railway.	1916.	1915.	Increase.	Decrease.
Canadian Northern System	2,195·63	2,151·44	44·19	
Canadian Pacific	2,767·70	2,760·70	7·00	
Grand Trunk Pacific	415·00	415·00		
Total	5,378·33	5,327·14	51·19	

Mileage operated in ALBERTA on June 30.

Canadian Northern System	1,269·84	896·04	373·80	
Canadian Pacific	1,900·90	1,841·00	59·90	
Edmonton, Dunvegan & British Columbia	287·00	.....	287·00	
Grand Trunk Pacific	436·44	436·67	.....	0·23
Total	3,894·18	3,173·71	720·70	0·23

Mileage operated in BRITISH COLUMBIA on June 30.

Bedlington & Nelson	12·04	12·04		
British Yukon	31·22	31·22		
Canadian Pacific	1,431·00	1,431·00		
Crow's Nest Southern	74·18	74·18		
Canadian Northern System	502·60	.....	502·60	
Eastern British Columbia	14·00	14·00		
Esquimalt & Nanaimo	199·20	199·00	0·20	
Grand Trunk Pacific	704·72	704·94	.....	0·22
Kettle Valley	302·92	255·75	47·17	
Morrissey, Fernie & Michel	10·85	10·85		
Nelson & Fort Sheppard	55·42	55·42		
New Westminster Southern	15·18	23·73	.....	8·55
Red Mountain	9·59	9·59		
Vancouver, Victoria & Eastern	224·12	261·67	.....	37·55
Victoria & Sidney, B.C.	15·97	15·97		
Victoria Terminal Railway & Ferry Co.	0·99	0·99		
Total	3,604 00	3,100 35	549·97	46·32

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TABLE 3.—SUMMARY of Single Track Railway Mileage operated in Provinces for the Year ending June 30, 1916—*Concluded.*

Mileage operated in YUKON TERRITORY on June 30.

Name of Railway.	1916.	1916.	Increase.	Decrease.
British Yukon	69·90	69·90		
Klondike Mines (Not operated)	31·81	31·81		
Total	101·71	101·71		

Mileage operated in UNITED STATES on June 30.

Canadian Northern System	228·06	221·14	6·92	
Canadian Pacific	176·70	176·70		
Montreal & Atlantic	21·50	.....	21·50	
Total	426·26	397·84	28·42	

TABLE 4.—AMOUNT of Railway Capital at the

1	2	3	4	5	6
	Stocks.				Funded
Name of Railway.	Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 x Col. 2. / Col. 12.	Amount Outstanding Cols. 8+9+10+11	Amount per Mile of Line.
	$	$	p.c.	$	$
1 *Algoma Central & Hudson Bay	10,000,000	29,085	46·11	11,542,000	34,739
2 Algoma Eastern	3,000,000	34,483	53·20	2,770,000	30,199
3 Atlantic, Quebec & Western	2,000,000	19,139	43·90	2,548,675	24,389
4 Bedlington & Nelson	1,000,000	83,056	100·00	.....	.....
5 Brandon, Saskatchewan & Hudson Bay	2,150,000	30,958	100·00	.....	.....
6 British Yukon	2,394,119	29,016	58·92	2,044,760	20,221
7 Canada & Gulf Terminal	600,000	16,760	45·00	740,000	20,670
8 Canada Southern	15,000,000	39,470	39·86	22,630,000	59,546
Can. Govt. R'lys.—					
9 Canadian Northern System	100,000,000	11,110	24·04	327,928,765	36,436
10 Canadian Pacific	†516,966,803	45,846	96·42	15,330,000	1,359
11 Atlantic & North West	.....	.....	.....	6,453,200	32,089
12 Calgary & Edmonton	.....	.....	.....	5,458,894	9,945
13 Lindsay, Bobcaygeon & Pontypool	.....	.....	.....	500,000	12,920
14 Manitoba South Western Colonization	.....	.....	.....	2,544,000	11,810
15 Guelph Junction	170,000	11,200	100·00	.....	.....
16 New Brunswick	.....	.....	.....	7,821,127	38,189
17 New Brunswick & Canada	.....	.....	.....	170,000	1,411
18 Fredericton	.....	.....	.....	100,000	4,525
19 St. John & Maine	.....	.....	.....	216,664	2,312
20 New Brunswick Southern	.....	.....	.....	500,000	6,173
21 Ontario & Quebec	21,502,591	45,288	100·00	.....	.....
22 St. Lawrence & Ottawa	.....	.....	.....	973,333	16,695
23 St. Stephen & Milltown	50,000	10,869	100·00	.....	.....
24 Shuswap & Okanagan	.....	.....	.....	108,527	2,128
25 Joliette & Brandon	.....	.....	.....	125,000	11,363
26 Toronto, Grey & Bruce	.....	.....	.....	3,500,000	18,431
27 Cape Breton	1,000,000	32,258	100·00	.....	.....
28 Caraquet	1,250,000	18,382	74·00	500,000	5,882
29 Crow's Nest Southern	4,210,000	56,754	100·00	.....	.....
30 Cumberland Ry. & Coal Co.	‡	.....	.....	.....	.....
31 Detroit River Tunnel	3,000,000	.....	14·28	18,000,000	.....
32 Dominion Atlantic	2,433,333	9,804	28·34	5,998,166	24,786
33 Eastern B.C.	420,000	30,000	100·00	7,000,000	.....
34 Edmonton, Dunvegan & British Col.	250,000	.....	.....	.....	.....
35 Elgin & Havelock	44,900	1,551	45·56	50,000	1,852
36 Essex Terminal	300,000	30,000	45·46	420,000	42,000
37 Esquimalt & Nanaimo	2,500,000	12,562	34·09	4,832,000	24,278
38 Fredericton & Grand Lake	140,000	4,000	23·53	465,000	13,286
39 Grand Trunk	241,237,589	72,509	55·18	194,959,974	58,576
40 Buffalo & Lake Huron	2,605,632	14,967	39·48	4,279,456	22,942
41 Central Counties	500,000	12,990	56·81	380,000	9,873
42 Pembroke Southern	178,000	8,334	54·27	150,000	7,022
43 Grand Trunk Pacific	24,942,000	12,706	12·90	173,782,100	88,574
44 Hereford	800,000	15,137	50·00	800,000	15,137
45 International Bridge Co.	1,500,000	.....	75·00	512,260	.....
46 Kent Northern	75,000	2,778	69·50	32,000	1,185
47 Kettle Valley	375,000	16,892	100·00	.....	.....

*In hands of receivers.
†This includes $176,284,882 of C.P.R. Consolidated Debenture Stock.
‡General Capital of Dominion Coal Co.

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1916.

7	8	9	10	11	12	13	
Debt.	Designation of Funded Debt.				Summary.		
Proportion to Total Railway Capital. 100 x Col. 5. / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	
p.c.	$	$	$	$	$	$	
53·89	11,080,000			462,000	21,542,000	63,030	1
46·80	2,500,000			270,000	5,770,000	66,322	2
56·10	2,548,675				4,548,675	43,528	3
					1,000,000	83,056	4
					2,150,000	30,958	5
41·08	2,044,760				4,438,879	49,237	6
55·00	740,000				1,340,000	37,430	7
60·14	22,630,000				37,630,000	99,016	8
75·96	286,066,265		25,000,000	16,862,500	427,928,765	47,547	9
3·58	3,650,000			11,680,000	532,296,803	47,206	10
100·00	6,453,200				6,453,200	32,089	11
100·00	5,458,894				5,458,894	9,945	12
100·00	500,000				500,000	12,920	13
100·00	2,544,000				2,544,000	11,810	14
					170,000	11,200	15
100·00	7,821,127				7,821,127	38,189	16
100·00	170,000				170,000	1,411	17
100·00	100,000				100,000	4,525	18
100·00	216,664				216,664	2,312	19
100·00	500,000				500,000	6,173	20
					21,502,591	45,288	21
100·00	973,333				973,333	16,695	22
					50,000	10,869	23
100·00	108,527				108,527	2,128	24
100·00	125,000				125,000	11,363	25
100·00	3,500,000				3,500,000	18,431	26
					1,000,000	32,258	27
26·00	500,000				1,750,000	23,764	28
					4,210,000	56,754	29
					‡		30
85·72	18,000,000				21,000,000		31
71·66	5,998,166				8,431,499	34,590	32
					420,000	30,000	33
68·19	3,000,000				4,400,000	22,132	34
	7,000,000				7,250,000		35
54·44	50,000				94,900	3,403	36
54·54	420,000				720,000	72,000	37
65·91	4,832,000				7,332,000	36,840	38
76·47	465,000				605,000	17,286	39
44·82	188,726,974			6,233,000	436,197,563	131,085	40
60·52	4,279,456				6,885,088	37,909	41
43·19	380,000				880,000	22,863	42
45·73	150,000				328,000	15,356	43
87·10	173,782,100				198,724,100	101,280	44
50·00	800,000				1,600,000	30,274	45
25·00	512,260				2,012,260		46
30·50	32,000				107,000	3,963	47

TABLE 4.—AMOUNT of Railway Capital at the

	1	2	3	4	5	6
		Stocks.			Funded	
	Name of Railway.	Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital 100 x Col. 2. / Col. 12.	Amount. Outstanding Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p.c.	$	$
48	Klondike Mines	1,375,000	44,355	56·00	1,091,250	34,305
49	Lake Erie & Detroit River	1,400,000	7,042	31·81	3,000,000	15,090
50	Lake Champlain & St. Lawrence Junction	600,000	9,917	61·35	378,000	6,248
51	Lotbiniere & Megantic	50,000	1,666	100·00	.....	.....
52	Maine Central (Princeton)	86,950	17,049	50·00	86,950	17,049
53	Manitoba Great Northern	2,066,000	22,513	100·00	.....	.....
54	Massawippi Valley	800,000	22,560	100·00	.....	.....
55	Midland of Manitoba	4,300,000	671,875	100·00	.....	.....
56	Montreal & Atlantic	3,200,000	31,098	71·34	1,065,000	10,350
57	Montreal & Province Line	1,000,000	17,064	83·33	200,000	4,926
58	Montreal & Vermont Junction	1,000,000	42,373	100·00	.....	.....
59	Moncton & Buctouche	250,000	7,812	80·65	60,000	1,875
60	Morrissey, Fernie & Michel	1,263,000	217,010	100·00	.....	.....
61	Maritime Coal, Ry. & Power Co.	2,027,500	135,166	.....	1,634,000	108,933
62	Napierville Junction	600,000	22,173	100·00	.....	.....
63	Nelson & Fort Sheppard	2,846,800	51,368	100·00	.....	.....
64	New Westminster Southern	600,000	25,284	100·00	.....	.....
65	North Shore (N.B.)	98,000	11,355	73,68	35,000	4,056
66	Northern New Brunswick and Seaboard	298,500	15,075	51·00	297,000	15,000
67	Ottawa & New York	1,000,000	17,275	38·46	1,600,000	28,119
68	Pere Marquette (Canada)	.....	.....	.....	5,870,000	29,500
69	Phillipsburg Ry. & Quarry Co.	124,500	20,750	75·70	40,000	6,666
70	Quebec Central	3,381,603	15,233	35·17	6,233,406	28,079
71	Quebec Oriental	119,500	1,195	5·68	1,984,990	19,850
72	Quebec, Montreal & Southern	1,000,000	5,208	14,27	6,000,000	31,248
73	Red Mountain	412,600	43,024	100·00	.....	.....
74	Roberval & Saguenay	2,000,000	54,347	61·13	1,272,000	34,565
75	Rutland & Noyan	100,000	29,499	50·00	100,000	29,499
76	Salisbury & Albert	150,000	3,333	100·00	.....	.....
77	Schomberg & Aurora	250,000	17,361	45·45	300,000	20,020
78	Stanstead, Shefford & Chambly	608,750	14,517	79·60	155,865	3,624
79	St. Clair Tunnel	700,000	.....	21·90	2,500,000	.....
80	St. Lawrence & Adirondack	1,230,655	34,497	57·37	914,418	27,862
81	St. Martin's	99,000	3,300	52·38	90,000	3,000
82	Temiscouata	1,000,000	8,849	24·41	3,099,669	27·401
83	Thousand Islands	60,000	.....	.....	58,000	7,913
84	Toronto, Hamilton & Buffalo	4,512,500	47,500	35·15	4,330,000	45,580
85	Vancouver, Victoria & Eastern	20,850,000	79,861	100·00	.....	.....
86	Victoria & Sidney	103,000	6,449	27·00	300,000	18,785
87	Victoria Terminal & Ferry Co.	500	505	100·00	.....	.....
88	York & Carleton	105,000	10,000	100·00	.....	.....
	Final Total	1,024,264,325	.....	.....	868,861,449	.....

SESSIONAL PAPER No. 20b

Close of the Year ending June 30, 1915—*Concluded.*

7	8	9	10	11	12	13	
Debt.	Designation of Funded Debt.				Summary.		
Proportion to Total Railway Capital. 100 x Col. 5. / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital Cols. 2+5.	Amount. per Mile of Line. Cols. 3+6.	
p.c.	$	$	$	$	$	$	
.....	.....	.....	.....	.....	375,000	16,892	48
44·00	935,040	156,210	.....	.....	2,466,250	78,660	49
38·65	378,000	.....	.....	.....	978,000	16,165	50
.....	.....	.....	.....	.....	50,000	1,666	51
50·00	86,950	.....	.....	.....	173,900	34,098	52
.....	.....	.....	.....	.....	2,066,000	22,513	53
.....	.....	.....	.....	.....	800,000	22,560	54
.....	.....	.....	.....	.....	4,300,000	671,875	55
28·66	1,065,000	.....	.....	.....	4,265,000	41,448	56
16·67	200,000	.....	.....	.....	1,200,000	21,990	57
.....	.....	.....	.....	.....	1,000,000	42,373	58
19·35	60,000	.....	.....	.....	310,000	9,687	59
.....	.....	.....	.....	.....	1,263,000	217,010	60
44·00	1,634,000	.....	.....	.....	3,661,500	244,099	61
.....	.....	.....	.....	.....	600,000	22,173	62
.....	.....	.....	.....	.....	2,846,800	51,368	63
.....	.....	.....	.....	.....	600,000	25,284	64
26·32	35,000	.....	.....	.....	133,000	15,411	65
49·00	297,000	.....	.....	.....	595,500	30,075	66
61·54	1,325,000	.....	275,000	.....	2,600,000	45,694	67
100·00	5,870,000	.....	.....	.....	5,870,000	29,500	68
24·30	40,000	.....	.....	.....	164,500	27,416	69
64·83	6,233,406	.....	.....	.....	9,615,009	43,312	70
94·32	1,948,000	36,990	.....	.....	2,104,490	21,045	71
85·73	.....	6,000,000	.....	.....	7,000,000	36,456	72
.....	.....	.....	.....	.....	412,600	43,024	73
38,87	1,260,000	12,000	.....	.....	3,272,000	88,912	74
50·00	100,000	.....	.....	.....	200,000	58,998	75
.....	.....	.....	.....	.....	150,000	3,333	76
54·55	300,000	.....	.....	.....	550,000	37,361	77
20·40	155,865	.....	.....	.....	764,615	17,781	78
78·10	2,500,000	.....	.....	.....	3,200,000	.....	79
42·63	914,418	.....	.....	.....	2,145,073	65,359	80
47·62	90,000	.....	.....	.....	189,000	6,300	81
75·59	3,099,669	.....	.....	.....	4,099,669	36,250	82
.....	58,000	.....	.....	.....	118,000	16,098	83
64·85	3,280,000	.....	.....	1,050,000	8,842,500	93,079	84
.....	.....	.....	.....	.....	20,850,000	79,681	85
73·00	300,000	.....	.....	.....	403,000	25,234	86
.....	.....	.....	.....	.....	500	505	87
.....	.....	.....	.....	.....	105,000	10,000	88
.....	800,823,749	6,205,200	25,275,000	36,557,500	1,893,125,774	.....	

TABLE 4A—AMOUNT of Railway Capital at the

	1	2	3	4	5	6
		Stocks.				Funded
	Name of Railway.	Amount Outstanding.	Amount per Mile of Line.	Proportion to Total Railway Capital. 100 x Col. 2. / Col. 12.	Amount Outstanding. Cols. 8+9+10+11	Amount per Mile of Line.
		$	$	p.c.	$	$
1	Alberta & Great Waterways	50,000		0·67	7,400,000	
2	Calgary & Fernie	25,000				
3	Central Canada	62,500		3·00	2,000,000	
4	Erie, London & Tillsonburg	500,000		100·00		
5	Grand Trunk Pacific, Branch Lines	1,000,000		6·90	13,469,004	
6	" " Saskatchewan					
7	High River & Hudson Bay	25,000		100·00		
8	Lake Erie & Northern	1,500,000		48·40	1,600,000	
9	Lake Huron & Northern Ontario	595,000		50·00	595,000	
10	Pacific Great Eastern	25,000,000		55·00	20,160,000	
11	Pacific, Northern & Omenica	250,000		100·00		
	Final Totals	29,007,500			45,224,004	

Close of the Year ending June 30, 1916. (Lines under Construction.)

7	8	9	10	11	12	13	
Debt.	Designation of Funded Debt.				Summary.		
Proportion to Total Railway Capital. 100 x Col. 5. / Col. 12.	Bonds.	Miscellaneous Obligations.	Income Bonds.	Equipment Trust Obligations.	Total Railway Capital / Cols. 2+5.	Amount per Mile of Line / Cols. 3+6.	
p.c.	$	$	$	$	$	$	
99·33	7,400,000				7,450,000		1
					25,000		2
97·00	2,000,000				2,062,500		3
					500,000		4
93·10	13,469,004				14,469,004		5
							6
					25,000		7
51·60	1,600,000				3,100,000		8
50·00	595,000				1,190,000		9
45·00	20,160,000				45,160,000		10
					250,000		11
	45,224,004				74,231,504		

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid up.	Loan.	Name of Province.	Subsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
1	Albert Southern abandoned	50,460 00	50,460 00		New Brunswick	48,680,00
2	Harvey Branch†	5,553 57	5,553 57		"	9,000 00
3	*Alberta Central (C.P.Ry.)	404,480 00	404,480 00			
4	Algoma Central and Hudson Bay	2,048,704 00	2,048,704 00		Ontario	199,620 00
5	Algoma Eastern	547,648 00	547,648 00		"	265,000 00
6	Atlantic, Quebec and Western	902,800 00	902,800 00			
7	Bedlington and Nelson (nil)					
8	Brandon, Sask. and Hudson Bay (nil)					
9	British Yukon (nil)					
10	Bruce Mines and Algoma, now, Lake Huron and N. Ontario	53,920 00	53,920 00		Ontario	50,918,00
11	Canada and Gulf Terminal	210,053 59	210,053 59		Quebec	
12	Canada Southern, including,					
13	Sarnia, Chatham and Erie				Ontario	
14	Leamington and St. Clair	51,200 00	51,200 00		"	147,859 00
15	Can. Govt. R'lys.—					
16	Intercolonial, including,					
17	Canada Eastern	374,839 84	374,839 84			
18	Drummond County	423,936 00	423,936 00		Quebec	
19	Fredericton and St. Mary's Bridge	30,000 00	30,000 00			
20	Nova Scotia Steel and Coal Co.'s Ry	40,000 00	39,840 00		Nova Scotia	40,000 00
21	Prince Edward Island					
22	Canadian Northern: including	374,606 00	374,606 00			
23	Bay of Quinte	350,455 25	350,455 25		Ontario	84,000 00
24	Brockville, Westport and Northwestern	140,800 00	140,800 00		"	
25	Central Ontario and	205,862 79	205,862 79		"	278,000 00
26	Marmora R'ly and Mining Co.	30,720 00	30,720 00		"	19,149 39
27	Edmonton, Yukon and Pacific	160,000 00	91,200 00			
28	Inverness R'ly. and Coal Co.	627,000 00	368,545 97		Nova Scotia	272,000 00
29	Irondale, Baneroft and Ottawa	144,000 00	144,000 00		Ontario	315,000 00
30	Manitoba				Manitoba	641,575 25
31	Ontario and Rainy River	1,534,526 00	1,534,526 00		Ontario	1,072,800 00
32	Port Arthur, Duluth and Western	271,200 00	271,200 00		"	255,571 00
33	Halifax and South Western	819,874 93	819,874 93		Nova Scotia	
34	Central of N.S and N.S. Southern	653,776 00	653,776 00		"	
35	Halifax and Yarmouth	160,000 00	160,000 00		"	156,499 33
36	Liverpool and Milton	32,000 00	32,000 00			
37	Middleton and Victoria Beach	125,760 00	125,760 00			
38	Quebec and Lake St. John	1,454,695 00	1,261,463 50		Quebec	2,533,000 00
39	Can. Northern Ontario	14,775,872 00	14,028,582 10		Ontario	
40	Can. Northern Quebec	2,020,616 89	2,020,616 89		Quebec	1,194,129 46
41	*Can. Northern Alberta	3,094,104 00	3,094,104 00			
42	*Can. Northern Pacific	5,648,626 37	5,648,626 37			
43	*Central of Canada	30,145 02	30,145 02			
44	Canadian Pacific:—	30,369,374 70	30,369,374 70		Manitoba	375,377 50
	Owned—	10,189,521 00	10,189,521 00	*	British Columbia	37,500 00
45	Canada Central	1,525,250 00	1,525,250 00		Ontario	1,479,000 00

*Under construction.
†Secured by the Guaranteed Bonds of the Co.

by Governments and Municipalities, to 30th June, 1916.

Governments.			By Municipalities.				No.
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
48,680 00							1
9,000 00							2
							3
199,620 00							4
265,000 00							5
							6
							7
							8
							9
50,918 00			500 00	500 00			10
			20,600 00	20,600 00			11
							12
			322,500 00	322,500 00			13
147,859 00							14
							15
							16
							17
			15,000 00	15,000 00			18
							19
40,000 00			4,000 00	4,000 00			20
							21
						650,000 00	22
84,000 00			197,990 43	197,990 43			23
			116,000 00	116,000 00			24
278,000 00			93,500 00	93,500 00			25
19,149 39							26
							27
223,000 00			100,000 00	50,000 00			28
135,000 00							29
641,575 25							30
1,072,800 00			50,000 00	50,000 00			31
255,571 00			40,000 00	40,000 00			32
	†4,447,000 00						33
			88,874 17	88,874 17			34
156,499 33			15,338 93	15,338 93			35
							36
							37
2,368,816 88			12,000 00	12,000 00		450,000 00	38
			20,000 00	20,000 00			39
1,194,129 46			82,000 00	82,000 00		200,000 00	40
							41
							42
							43
372,157 50							
			572,500 00	464,761 29			44
37,500 00							
1,479,000 00						42,500 00	45

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid up.	Loan.	Name of Province.	Subsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
	Canadian Pacific—*Con.*					
46	Lake Temiskaming Colonization	310,335 95	310,335 95		Quebec	350,076 82
47	Montreal and Western	361,270 00	361,270 00		"	472,500 00
48	North Shore	1,500,000 00	1,500,000 00			
49	Quebec, Montreal, Ottawa and Occidental				Quebec	727,000 00
	Leased—					
50	Alberta Ry. and Irrigation Co	148,094 00	148,094 00			
51	Esquimalt and Nanaimo	1,520,560 00	1,520,560 00			
52	Kingston and Pembroke	48,000 00	48,000 00		Ontario	456,493 00
53	St. Maurice Valley	173,120 00	173,120 00			
54	Atlantic and North West	3,888,800 00	3,888,800 00		Quebec	711,122 00
55	Cap de la Madeleine	7,424 00	7,424 00			
56	Columbia and Kootenay	88,800 00	88,800 00			
57	Credit Valley				Ontario	531,000 00
58	Fredericton				New Brunswick	230,000 00
59	Guelph Junction	51,200 00	46,000 00		Ontario	
60	Guelph and Goderich				"	
61	Kindsay, Bobcaygeon and Pontypool	185,173 06	185,173 06		"	52,500 00
62	Manitoba and Northwestern				Manitoba	
63	Manitoba South West Colonization				"	
64	Montreal and Lake Maskinonge	41,280 00	41,280 00		Quebec	87,750 00
65	Montreal and Ottawa	192,000 00	192,000 00		Ontario	100,000 00
					Quebec	182,210 00
66	Nakusp and Slocan	121,600 00	117,760 00		British Columbia	
67	New Brunswick				New Brunswick	76,000 00
68	New Brunswick and Canada				"	575,000 00
69	New Brunswick Southern				"	413,000 00
70	Nicola, Kamloops and Similkameen	300,800 00	300,800 00			
71	Northern Colonization	355,200 00	355,200 00		Quebec	96,000 00
72	Ontario and Quebec	196,000 00	196,000 00		Ontario	
73	Ottawa, Northern and Western	950,000 00	821,009 20		Ontario	50,000 00
					Quebec	1,316,389 15
74	Orford Mountain	202,926 50	202,926 50		Quebec	138,884 92
75	Saskatchewan and Western				Manitoba	
76	Shuswap and Okanagan	163,200 00	163,200 00			
77	St. John Bridge and Ry. Extension			433,900 00	New Brunswick	5,181 81
78	St. John and Maine				"	880,000 00
79	St. Lawrence and Ottawa				Ontario	
80	St. Mary's and Western Ontario	67,709 00	67,709 00		"	
81	St. Stephen and Milltown	14,848 00	14,848 00		New Brunswick	13,920 00
82	Tilsonburg, Lake Erie and Pacific	158,871 48	150,071 48		Ontario	38,564 00
83	Tobique Valley	134,016 00	134,016 00		New Brunswick	70,000 00
84	Toronto, Grey and Bruce	14,656 00	14,656 00		Ontario	375,282 00
85	Vancouver and Lulu Island	61,670 00	61,670 00			
86	West Ontario Pacific	60,000 00	60,000 00		Ontario	
87	Cape Breton	196,800 00	196,800 00		Nova Scotia	99,200 00
88	Caraquet and	224,000 00	224,000 00		New Brunswick	180,000 00
89	Gulf Shore	53,699 20	53,699 20		"	41,950 00

*Cash paid for land relinquished by Company.

by Governments and Municipalities, to 30th June, 1916—*Continued.*

Governments.			By Municipalities.				No.
Subsidy Paid up.	Loan.	Subscriptions to Shares.	Subsidy Granted.	Subsidy. Paid up.	Loan.	Subscription to Shares.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
350,076 82							46
472,500 00							47
							48
727,000 00	1,176,956 00		25,000 00	25,000 00	771,644 62		49
							50
							51
456,493 00			509,320 00	509,320 00			52
							53
699,192 08						325,000 00	54
							55
							56
531,000 00			1,085,000 00	1,085,000 00			57
230,000 00			80,000 00	80,000 00			58
						193,000 00	59
			31,000 00	31,000 00			60
52,500 00			73,000 00	73,000 00			61
			215,600 00	215,600 00			62
	900,000 00						63
87,750 00							64
100,000 00							65
182,210 00			5,300 00	5,300 00			
	647,074 00						66
76,000 00			23,000 00	23,000 00			67
575,000 00			47,500 00	47,500 00			68
413,000 00			3,000 00	3,000 00			69
							70
96,000 00							71
			52,500 00	52,500 00			72
50,000 00			150,000 00	150,000 00			73
1,192,672 58			101,000 00	100,000 00			
138,884 92			3,000 00	3,000 00			74
			10,000 00	10,000 00			75
							76
5,181 81							77
880,000 00		300,000 00				60,000 00	78
					300,000 00	90,000 00	79
			80,000 00	77,996 39			80
13,920 00							81
38,564 00			75,000 00	75,000 00			82
70,000 00							83
375,282 00			988,000 00	969,561 44			84
							85
			25,000 00	25,000 00			86
99,200 00			10,000 00	10,000 00			87
180,000 00							88
41,950 00							89

TABLE 5.—STATEMENT of Aid, granted and paid to Railways

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
90	Colchester Coal and Ry. Co	12,800 00	12,800 00	.....	.....	.....
91	Cumberland Ry. and Coal Co.	44,800 00	39,850 00	.....	Nova Scotia....	184,450 00
92	Dominion Atlantic, including	.....	.....	.....	.....	.....
93	Windsor and Annapolis....	1,193,369 00	1,193,369 00	.....	.....	.....
94	Cornwallis Valley.....	44,800 00	44,800 00	.....	Nova Scotia...	44,800 00
95	Western Counties.....	500,000 00	500,000 00	.....	" ...	679,197 45
96	Midland of N.S.....	399,060 40	399,060 40	.....	" ...	185,600 00
97	Eastern British Columbia (nil)	.....	.....	.....	.....	.....
98	Elgin and Havelock.....	†82,652 82	†82,652 82	.....	New Brunswick	107,500 00
99	Essex Terminal.....(nil).	.....	.....	.....	.....	.....
100	Fredericton and Grand Lake.....	216,576 00	216,576 00	.....	.....	.....
101	Grand Trunk, including....	.....	.....	15,142,633 33	.....	.....
102	Beauharnois Junction.....	62,400 00	62,400 00	.....	Quebec.....	179,073 00
103	Brantford, Norfolk and Port Burwell.....	.....	.....	.....	Ontario.....	68,000 00
104	Buffalo and Lake Huron .	.....	.....	.....	"	.....
105	Cobourg, Blairton and Marmora.....	.....	.....	.....	"	18,740 00
106	Grand Trunk, Victoria Jubilee Bridge.....	500,000 00	500,000 00	.....	.....	.....
107	Grand Trunk, Georgian Bay and Lake Erie.....	.....	.....	.....	Ontario.....	336,000 00
108	Grand Junction, Belleville and N. Hastings.....	21,888 00	21,888 00	.....	"	224,660 00
109	Owen Sound Branch.....	39,744 00	39,744 00	.....	"	.....
110	Hamilton and North Western.....	.....	.....	.....	"	565,020 00
111	London, Huron and Bruce	.....	.....	.....	"	178,630 00
112	Midland, Ontario.....	.....	.....	.....	"	168,350 00
113	Montreal and Champlain Junction.....	103,600 00	103,600 00	.....	Quebec.....	150,000 00
114	Northern.....	.....	.....	.....	Ontario.....	196,188 00
115	North Simcoe.....	.....	.....	.....	"	83,300 00
116	Northern Pacific Junction	1,320,000 00	1,320,000 00	.....	.....	.....
117	South Norfolk.....	54,400 00	54,400 00	.....	Ontario.....	.....
118	Toronto and Nipissing....	.....	.....	.....	"	105,212 00
119	Lake Simcoe Junction....	.....	.....	.....	"	53,000 00
120	Victoria.....	.....	.....	.....	"	312,000 00
121	Waterloo Junction.....	32,800 00	32,800 00	.....	"	....
122	Wellington, Grey and Bruce.....	.....	.....	.....	"	241,276 00
123	Whitby, Port Perry and Lindsay.....	.....	.....	.....	Ontario.....	9..,957 59
124	Canada Atlantic.....	282,355 20	282,355 20	.....	Ontario.....	270,000 00
					Quebec.....	200,000 00
125	Ottawa, Arnprior and Parry Sound.....	932,512 00	932,512 00	.....	Ontario.....	577,326 06
126	Central Counties.....	.....	.....	.....	"	.....
127	Pembroke Southern.....	64,000 00	64,000 00	.....	"	55,500 00
128	Grand Trunk Pacific.....	‡4,994,416 66	‡4,994,416 66	10,000,000 00	"	376,320 00
		1,269,299 20	1,269,299 20			
129	Hereford.....	170,560 00	170,560 00	....	Quebec.....	103,000 00
130	International of New Brunswick.....	726,080 00	726,080 00	.....	New Brunswick	275,000 00
131	Kent, Northern, and.....	58,334 27	†58,334 27	.....	"	135,000 00
132	St. Louis and Richibucto (abandoned).....	22,400 00	22,400 00	.....	"	21,000 00
133	Kettle Valley.....	1,883,288 29	1,883,288 29	.....	British Columbia.....	1,110,700 00
134	Klondike Mines..... ...	197,184 00	197,184 00	.....	....	.....

†Includes loan used iron rails. ‡Paid under the special "Implement Clause."

by Governments and Municipalities, to 30th June, 1916—*Continued.*

Governments.			By Municipalities.				No.
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Subsidy Loan.	Subscription to Shares.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							90
173,650 00							91
							92
							93
44,800 00			27,685 00	27,685 00			94
679,197 45			250,000 00	250,000 00			95
183,510 40			36,000 00	36,000 00			96
							97
107,500 00			13,000 00	13,000 00			98
							99
							100
							101
179,073 00							102
68,000 00							103
			966,000 00	966,000 00			104
18,740 00	26,000 00		113,000 00	113,000 00			105
							106
336,000 00			929,000 00	929,000 00			107
224,660 00			213,000 00	213,000 00		50,000 00	108
			85,500 00	85,500 00			109
565,020 00			599,805 00	599,805 00			110
178,630 00			311,500 00	311,500 00			111
168,350 00			144,870 85	144,870 85			112
150,000 00			21,774 00	21,774 00			113
196,188 00			241,980 00	241,980 00		390,000 00	114
83,300 00							115
							116
			65,000 00	65,000 00			117
105,212 00			376,702 59	376,702 59			118
53,000 00			100,000 00	100,000 00			119
312,000 00			186,000 00	186,000 00			120
			47,000 00	47,000 00			121
241,276 00			682,000 00	682,000 00			122
94,957 59			222,094 93	222,094 93			123
270,000 00			154,392 00	152,900 00		32,000 00	124
200,000 00							
577,326 06							125
			24,000 00	24,000 00			126
55,500 00			20,000 00	20,000 00			127
376,320 00			350,000 00	350,000 00			128
84,226 36							129
275,000 00			5,000 00	5,000 00			130
135,000 00							131
21,000 00							132
1,110,700 00							133
							134

TABLE 5.—STATEMENT of Aid, granted and paid to Railways by

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
135	*Kootenay Central	1,065,856 00	1,065,856 00			
136	L'Assomption (abandoned)	11,200 00	11,200 00			
137	*Lake Erie and Northern	320,191 40	320,191 40			
138	Lake Erie and Detroit River and	571,851 00	571,851 00		Ontario	83,000 00
139	London and Port Stanley				"	
140	Lotbiniere and Megantic	96,000 00	96,000 00		Quebec	126,994 00
141	Maganetawan River	3,552 00	3,552 00		Ontario	10,000 00
142	Manitoba Great Northern (nil)					
143	Maritime Coal, Ry. and Power Co	40,700 00	40,700 00		Nova Scotia	39,788 00
144	Massawippi Valley	5,376 00	5,376 00		Quebec	5,000 00
145	Midland of Manitoba (nil)					
146	Minudie Coal and Ry. Co	18,544 00	18,544 00			
147	Montreal and Atlantic: and,				Quebec	444,000 00
148	Lake Champlain and St. Lawrence Jct				"	250,280 00
149	Montreal and Province Line	58,560 00	58,560 00		"	231,122 00
150	Montreal and Vermont Junction (nil)					
151	Moncton and Buctouche	102,400 00	101,600 00		New Brunswick	96,000 00
152	Morrissey, Fernie and Michel (nil)					
153	Napierville Junction	173,440 00	173,440 00		Quebec	
154	Nelson and Fort Sheppard (nil)					
155	New Brunswick Coal and Ry. Co	190,400 00	190,400 00		New Brunswick	224,000 00
156	New Brunswick and Prince Edward Island	113,440 00	113,440 00		"	99,708 90
157	New Westminster Southern (nil)					
158	North Shore (N.B.)	27,616 00	27,616 00		New Brunswick	16,200 00
159	*Northern New Brunswick and Seaboard	108,160 00	108,160 00			
160	Ottawa and New York	262,384 00	262,384 00		Ontario	35,000 00
161	Phillipsburg Ry. and Quarry Co	23,712 00	23,712 00		Quebec	25,667 00
162	Pontiac and Renfrew	13,600 00	13,600 00		"	17,433 60
163	*Quebec Bridge and Ry. Co	374,353 33	374,353 33		"	250,000 00
164	Quebec Ry., Light, and Power Co	96,000 00	96,000 00		"	306,945 50
165	Quebec Central	585,038 90	585,038 90		"	1,076,123 14
166	Quebec Oriental	846,885 01	846,885 01		"	1,596,390 00
167*	Quebec and Saguenay	248,801 28	248,801 28			
168	Quebec, Montreal and Southern, and	500,386 25	500,386 25		Quebec	207,565 00
169	United Counties, East Richelieu Valley	69,952 00	69,952 00		"	115,215 00
170	South Shore	296,998 38	296,998 38		"	276,645 00
171	Red Mountain (nil)					
172	Roberval and Saguenay	231,787 80	231,787 80		Quebec	
173	Rutland and Noyan (nil)					
174	Salisbury and Albert	29,665 45	†29,391 01		New Brunswick	455,000 00
175	Schomberg and Aurora	48,000 00	46,144 00			
176	*Southampton (N.B.)	81,280 00	81,280 00			
177	Stanstead, Shefford and Chambly (nil)					
178	St. Clair Tunnel	375,000 00	375,000 00			
179	St. Lawrence and Adirondack	149,481 60	149,481 60		Quebec	70,400 00
180	*St. John and Quebec	598,319 70	598,319 70			
181	St. Martins	83,612 54	†83,612 54		New Brunswick	145,600 00

*Under construction. †Includes used iron rails.

SESSIONAL PAPER No. 20b

Governments and Municipalities, to 30th June, 1916—*Continued.*

Governments.			By Municipalities.				No.
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							135
							136
							137
83,000 00			356,500 00	356,500 00			138
					1,332,854 00	414,000 00	139
126,994 00							140
10,000 00							141
							142
39,788 00							143
5,000 00						65,000 00	144
							145
							146
315,891 89						528,000 00	147
250,280 00			51,000 00	36,000 00			148
231,122 00			25,000 00	25,000 00			149
							150
94,500 00							151
							152
			10,000 00	10,000 00			153
							154
224,000 00							155
99,708 90							156
							157
16,200 00							158
							159
35,000 00			85,000 00	85,000 00			160
25,667 00							161
17,433 60							162
250,000 00			300,000 00	290,817 46			163
306,945 50							164
1,076,123 14			103,000 00	103,000 00			165
947,199 25			50,500 00	9,000 00			166
							16
207,365 00							168
115,215 00							169
276,645 00			25,000 00	25,000 00			170
							171
			12,365 30	12,365 30			172
							173
455,000 00			70,000 00	70,000 00			174
							175
							176
							177
							178
70,400 00							179
							180
145,600 00							181

TABLE 5.—STATEMENT of Aid, granted and paid to Railways by

No.	Name of Railway.	By Dominion Government.			By Provincial	
		Subsidy Granted.	Subsidy Paid Up.	Loan.	Name of Province.	Subsidy Granted.
		$ cts.	$ cts.	$ cts.		$ cts.
182	Sydney and Louisburg (Dom. Coal Co.)	89,600 00	87,808 00		Nova Scotia	87,808 00
183	*Thessalon and Northern Ontario	6,112 00	6,112 00			
184	Temiscouata	645,950 00	645,950 00		Quebec	362,250 00
					New Brunswick	66,000 00
185	Temiskaming and Northern Ontario	2,134,080 00	2,134,080 00			
186	Thousand Islands	61,200 00	29,840 00		Ontario	
187	Toronto, Hamilton and Buffalo	57,600 00	57,600 00		"	
188	Vancouver, Victoria and Eastern (nil)					
189	Victoria and Sidney					
190	Victoria Terminal Ry. and Ferry Co. (nil)					
191	Wellington Colliery Co.'s Ry. (nil)					
192	York and Carleton	32,896 00	32,896 00		New Brunswick	25,247 00
	Total	118,055,776 62	116,197,702 75	25,576,533 33		31,374,184 87

*Under construction.
†Includes used iron rails loan.
‡Includes Ha Ha Bay Railway.

SESSIONAL PAPER No. 20b

Governments and Municipalities, to 30th June, 1916—*Concluded.*

Governments.			By Municipalities.				No.
Subsidy Paid up.	Loan.	Subscription to Shares.	Subsidy Granted.	Subsidy Paid up.	Loan.	Subscription to Shares.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
82,000 00							182
							183
362,250 00			25,000 00	25,000 00			184
66,000 00							
							185
			10,000 00	10,000 00			186
			268,000 00	265,500 00			187
							188
							189
							190
							191
25,247 00							192
29,940,865 16	7,197,030 00	300,000 00	12,919,693 20	12,670,837 78	2,404,498 62	3,489,500 00	

TABLE 6.—Earnings of Railways for the Year ending June 30, 1916.

Name of Railway.	Earnings.				Operating Expenses.	Net operating Earnings.
	Passenger.	Freight and Switching.	Other Earnings from Operation.	Total Gross including other Earnings from Operation.		
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	50,745 23	550,119 15	138,406 48	739,270 86	574,829 39	164,441 47
Algoma Eastern	51,055 28	413,056 33	63,893 58	528,005 19	247,820 57	280,184 62
Atlantic, Quebec & Western	32,100 88	69,206 80	1,457 74	102,765 42	119,912 73	—17,147 31
Beddington & Nelson (not operating)						
Brandon, Saskatchewan & Hudson Bay	21,576 73	24,114 83	5,467 84	51,159 40	128,901 67	—77,742 27
British Yukon	41,683 71	219,927 97	8,492 37	270,104 05	104,132 74	165,971 31
Canada & Gulf Terminal	16,655 96	29,084 44	3,588 32	49,328 72	40,176 93	9,151 79
Canada Southern	2,915,909 24	7,842,339 59	664,023 42	11,422,272 25	6,415,172 36	5,007,099 89
Canadian Government Railways (Intercolonial)	4,000,595 56	10,120,807 68	1,565,258 67	15,686,661 91	13,323,183 16	2,363,478 75
" " " (Prince Edward Island)	175,879 58	181,640 41	79,208 38	436,728 37	575,514 99	—138,786 62
Canadian Northern System	5,454,755 13	26,500,937 72	3,520,582 21	35,476,275 06	25,244,186 12	10,232,088 94
Canadian Pacific	24,407,144 29	89,072,485 16	11,174,941 52	124,654,570 97	78,237,827 81	46,416,743 16
Cape Breton	6,122 38	8,288 45	689 12	15,099 95	21,970 96	—6,871 01
Caraquet & Gulf Shore	22,896 26	53,004 08	5,318 03	81,218 37	75,494 05	5,724 32
Crow's Nest Southern	9,182 77	100,381 11	3,077 74	112,641 62	169,120 61	—56,478 99
Cumberland	14,708 64	67,793 98	4,951 38	87,454 00	76,257 16	11,196 84
Central Vermont	118,487 59	195,973 51	27,210 97	341,672 07	255,769 63	85,902 44
Dominion Atlantic	373,543 68	508,251 54	80,271 73	962,066 95	685,303 28	276,763 67
Eastern British Columbia	1,384 35	28,465 12	1,488 85	31,338 32	32,558 97	—1,220 65
Edmonton, Dunvegan & British Columbia	152,380 34	259,654 36	15,378 47	427,413 17	333,255 91	94,157 26
Elgin & Havelock	2,801 78	7,138 09	1,057 53	10,997 40	10,700 21	297 19
Essex Terminal		70,678 33	13,632 29	84,310 62	55,857 36	28,453 26
Esquimalt & Nanaimo	172,028 86	308,761 50	49,122 80	529,913 16	358,802 15	171,111 01
Fredericton & Grand Lake Coal Railway Co.	6,786 15	61,561 57	1,459 42	69,807 14	45,532 30	24,274 84
Trand Trunk	10,261,959 35	25,317,784 66	3,575,296 09	39,155,040 10	28,782,012 69	10,373,027 41
Grand Trunk Pacific	1,029,880 82	4,959,373 75	973,934 31	6,963,188 88	5,902,843 30	1,060,345 58
Hereford	16,913 62	75,973 98	4,175 89	97,063 49	106,443 24	—9,379 75
Inverness Railway & Co. (Did not report)						
International of New Brunswick	39,140 06	74,420 08	2,666 92	116,227 06	119,431 12	—3,204 06
Kent Northern (Did not report)						
Kettle Valley	44,621 47	272,000 66	13,804 75	330,426 88	329,254 01	1,172 87
Lotbiniere & Megantic	5,648 58	28,558 33	1,866 78	36,073 69	29,561 20	6,512 49
Maine Central	10,640 93	6,585 92	1,135 89	18,362 74	14,589 65	3,773 09
Manitoba Great Northern	5,803 25	31,415 35	868 53	38,087 13	114,689 56	—76,602 43
Maritime Coal Railway & Power Co.	6,742 91	82,303 39	1,295 45	90,341 75	53,579 69	36,762 06
Massawippi Valley	64,676 48	153,127 52	6,716 31	224,520 31	208,398 61	16,121 70
Midland Railway of Manitoba	87,839 19	121,639 25	56,826 99	266,305 43	303,670 20	—37,364 77

Moncton & Buctouche	12,868 25	18,963 19	2,832 11	34,663 55	31,526 69	3,136 86
Montreal & Atlantic	179,222 58	1,050,371 18	61,826 09	1,291,419 85	946,631 60	344,788 25
Morrissey, Fernie & Michel	11,388 50	108,823 06	377 48	120,589 04	89,427 27	31,161 77
Napierville Junction	10,304 99	117,480 02	1,632 29	129,417 30	58,476 12	70,941 18
Nelson & Fort Sheppard	16,037 53	21,273 73	5,597 91	42,909 17	88,838 87	—45,929 70
National Transcontinental	619,954 13	5,030,411 17	148,150 79	5,798,516 09	5,369,061 58	429,454 51
New Brunswick Coal & Railway Co.	11,548 76	31,300 29	2,100 57	44,949 62	44,649 70	299 92
New Brunswick & Prince Edward Island	7,742 80	32,961 72	1,919 58	42,624 10	62,876 39	—20,252 29
New Westminster Southern	3,138 99	26,731 87	5,332 44	35,203 30	28,457 96	6,745 34
Northern New Brunswick & Seaboard						
North Shore						
Ottawa & New York	78,247 02	151,529 15	20,461 27	250,237 44	282,819 87	—32,582 43
Pere Marquette	133,198 15	2,796,837 97	57,065 97	2,987,102 09	1,586,697 15	1,400,404 94
Quebec Central	378,364 14	1,043,107 85	84,876 34	1,506,348 33	995,581 53	510,766 80
Quebec, Montreal & Southern	137,711 00	227,455 49	18,487 48	383,653 97	471,140 21	—87,486 24
Quebec Oriental	45·204 63	86,251 35	7,232 56	138,688 54	129,607 90	9,080 64
Quebec Railway Light & Power Co.	8,060 20	79,199 02	217 23	87,476 45	67,124 39	20,352 06
Red Mountain	2,191 93	10,545 43	1,858 94	14,596 30	27,268 88	—12,672 58
Roberval-Saguenay	8,836 27	99,845 46	51,350 83	160,032 56	94,132 44	65,900 12
Rutland & Noyan	8,723 31	5,963 67	269 12	14,956 10	12,061 77	2,894 33
St. Lawrence & Adirondack	201,228 81	505,825 59	36,137 60	743,192 00	424,332 21	318,859 79
Salisbury & Albert	9,249 29	27,761 63	5,066 05	32,076 97	32,983 58	9,093 39
St. John & Quebec	28,431 11	40,389 95	1,025 45	69,846 51	90,555 68	—20,709 17
St. Martins	4,112 09	15,831 01	1,563 00	21,506 10	20,587 97	918 13
Sydney & Louisburg	51,398 10	747,862 93	22,124 68	821,385 71	631,272 06	190,113 65
Temiscouata	50,250 44	159,759 04	12,768 70	222,778 18	174,262 00	48,516 18
Temiskaming & Northern Ontario	555,017 15	1,277,440 74	159,914 46	1,992,372 35	1,530,020 94	462,351 41
Thousand Island	8,832 52	21,279 70	7,889 14	38,001 36	26,698 33	11,303 03
Toronto, Hamilton & Buffalo	392,881 80	1,172,423 18	84,207 56	1,649,512 54	988,530 92	660,981 62
Vancouver, Victoria & Eastern	104,499 85	372,867 28	62,760 72	540,127 58	711,851 42	—171,723 84
Victoria Terminal Railway & Ferry Co.	1,307 54	888 68	321 62	2,517 84	1,775 38	742 46
Victoria & Sidney B.C.	16,345 46	12,236 49	3,352 74	31,934 69	27,274 54	4,660 15
Wabash (in Canada)	377,189 22	2,692,766 85	48,362 30	3,118,318 47	2,395,143 92	723,174 45
York & Carlton	1,865 25	2,928 33	193 96	4,987 54	3,835 38	1,152 16
	53,097,642 59	185,806,167 63	22,984,843 75	261,888,653 97	180,542,258 98	81,346,394 99

TABLE 7.—Earnings and Income for the Year ending June 30, 1916.

1	2	3	4	5	A	6	7	8
Name of Railway.	Revenue from Transportation—Rail Line.							
	Freight Revenue.	Revenue per Ton per Mile.	Passenger Revenue.	Revenue per Passenger per Mile.	Excess Baggage.	Sleeping Cars.	Parlour and Chair Car.	Mail.
	$ cts.	Cents.	$ cts.	Cents.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	444,416 20	·812	50,745 23	3·382	284 97			
Algoma Eastern	404,256 68	1·785	51,055 28	2·664	239 88			
Atlantic, Quebec & Western	69,206 80	1·160	32,100 88	2·945	40 65			
Bedlington & Nelson (not operating)								
Brandon, Saskatchewan & Hudson Bay	19,678 14	·955	21,576 73	2·598	200 63			2,138 86
British Yukon	219,927 97	6·947	41,683 71	7·967	362 84		992 09	1,858 57
Canada & Gulf Terminal	29,084 44	3·115	16,655 96	3·242	456 91			
Canada Southern	7,798,070 72	·644	2,915,909 24	2·386	28,504 72			183,763 58
Canadian Gov't Ry. (Intercolonial)	10,073,286 64	·559	4,000,595 56	1·667	33,564 74	194,088 18	11,556 44	363,475 52
" (P.E. Island)	181,155 73	3·849	175,879 58	1·747	2,722 13		157 10	16,557 72
Canadian Northern System	26,158,279 20	·679	5,454,755 13	2·142	45,558 28	188,250 72	17,482 55	225,718 70
Canadian Pacific	88,616,069 56	·641	24,407,144 29	1·957	251,398 47	1,962,101 16	111,454 20	1,372,713 64
Cape Breton	8,288 45	3·563	6,122 38	3·096	71 50			
Caraquet & Gulf Shore	53,004 08	2·910	22,896 26	2·830				3,832 10
Crow's Nest Southern	100,172 70	·753	9,182 77	3·496	88 79			1,288 79
Cumberland	67,793 98	2·037	14,708 64	2·551	418 10			1,055 04
Central Vermont	195,325 72	1·038	118,487 59	2·397	1,066 80		367 38	7,742 56
Dominion Atlantic	507,682 76	2·262	373,543 68	2·247	3,701 10		6,364 65	23,089 16
Eastern British Columbia	28,465 12	3·402	1,384 35	5·569				275 00
Edmonton, Dunvegan & British Columbia	257,818 84	1·028	152,380 34	3·841	62 85	5,788 23		2,168 97
Elgin & Havelock	7,138 09		2,801 78	3·210				678 24
Essex Terminal	68,678 33	5·155						
Esquimalt & Nanaimo	308,655 85	2·771	172,028 86	2·858	2,536 13		4,058 40	9,654 18
Fredericton & Grand Lake & Coal Ry. Co.	61,561 57	1·729	6,786 15	2·813				828 96
Grand Trunk	24,886,818 43	·660	10,261,959 35	1·794	70,285 24		100,767 94	574,842 31
" Pacific	4,929,331 26	·698	1,029,880 82	2·084	6,582 86	107,168 01	520 89	95,315 01
Hereford	75,944 66	2·884	16,913 62	2·936	143 10			3,001 20
Inverness Railway & Coal Co.								
International of New Brunswick	74,316 81	1·884	39,140 06	2·871	243 24			1,344 00
Kent Northern								
Kettle Valley	270,818 00	1·778	44,621 47	3·339	636 41			1,800 50
Lotbiniere & Megantic	28,558 33	3·520	5,648 58	2·870				1,851 78
Maine Central	6,585 92	·538	10,640 93	2·360	45 42			218 03
Manitoba Great Northern	30,931 34	·592	5,803 25	2·702	54 11			283 78
Maritime Coal Ry. Power Co.	82,303 39	2·679	6,742 91	2·902	84 50			602 88

Massawippi Valley	151,840 48	·892	64,676 48	2·643	511 32			3,614 85
Midland Ry. of Manitoba	116,522 20	·956	87,839 19	2·234	925 71	6,894 63	1,092 49	8,708 95
Moncton & Buctouche	18,963 19	4·235	12,868 25	2·220	200 83			801 28
Montreal & Atlantic	1,045,476 45	1·128	179,222 58	2·413	1,906 86			13,636 92
Morrissey, Fernie & Michel	101,797 06	2·546	11,388 50	1·562				
Napierville Junction	117,459 14	·741	10,304 99	2·682	51 70			23 72
Nelson & Fort Sheppard	21,273 73	1·994	16,037 53	3·218	157 54			1,507 20
National Transcontinental	5,002,099 89	·485	619,954 13	1·673	3,038 68	11,903 13		13,129 04
New Brunswick Coal & Ry. Co.	29,315 33	3·174	11,548 76	2·825				1,375 84
New Brunswick & Prince Edward Island	32,115 19	2·189	7,742 80	2·596	122 61			1,401 28
New Westminster Southern	26,731 87	4·342	3,138 99	3·257	30 78			3,383 25
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York	151,358 65	·625	78,247 02	2·295	664 73			4,747 67
Pere Marquette	2,769,895 91	·575	133,198 15	2·311	1,609 53			9,970 86
Quebec Central	1,043,107 85	1·345	378,364 14	2·129	4,268 78			28,139 62
Quebec, Montreal & Southern	226,266 19	1·435	137,711 00	2·569	1,324 44			5,235 54
Quebec Oriental	86,251 35	1·339	45,204 63	2·569	22 65			3,968 19
Quebec Ry. Light & Power Co.	78,207 00	5·286	8,060 20	1·370				
Red Mountain	8,784 43	3·790	2,191 93	2·632	21 68			251 20
Roberval—Saguenay	92,917 51	1·365	8,836 27	2·603	91 70			
Rutland & Noyan	5,963 67	1·372	8,723 31	2·298				87 92
St. Lawrence & Adirondack	504,784 26	1·215	201,228 81	1·642	808 57		1,150 00	5,141 83
Salisbury & Albert	27,761 63	2·740	9,249 29	2·780	126 64			2,543 40
St. John & Quebec	40,389 95	2·266	28,431 11	2·271	190 20			
St. Martins	15,831 01	5·736	4,112 09	2·508				1,341 18
Sydney & Louisburg	732,784 69	1·016	51,398 10	2·329	492 05			1,102 00
Temiscouata	159,289 98	2·641	50,250 44	2·543	897 19			6,386 76
Temiskaming & Northern Ontario	1,267,391 77	·745	555,017 15	2·206	4,993 07		862 45	23,571 56
Thousand Islands	21,266 70	10·785	8,832 52	2·999	287 65			1,018 80
Toronto, Hamilton & Buffalo	1,070,573 06	1·271	392,881 80	2·183	1,970 95			4,046 11
Vancouver, Victoria & Eastern	361,350 12	1·107	104,499 58	2·785	999 86	2,670 50	2,795 52	7,871 30
Victoria Terminal Ry. & Ferry Co.	888 68	5·321	1,307 54	2·755				24 90
Victoria & Sidney, B.C.	12,236 49	4·957	16,345 46	2·850				389 71
Wabash (in Canada)	2,692,707 83	·499	377,189 22	1·193	3,323 82			
York & Carlton	2,928 33		1,865 25					20 00
Final totals	184,099,887 30		53,097,642 59		478,393 91	2,478,864 56	259,622 10	3,049,539 96

TABLE 7.—Earnings and Income for the Year ending June 30, 1916—*Concluded.*

Name of Railway.	9	10	B	11	12	13	
	Revenue from Transportation—Rail Line.—*Continued.*						
	Express.	Other Passenger Train.	Milk.	Switching.	Special Service Train.	Other Freight Train.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	2,482 86			105,972 95	859 25	433 38	604,924 84
Algoma Eastern	4,457 37			8,799 65	5 00		468,813 86
Atlantic, Quebec & Western	1,377 09						102,725 42
Bedlington & Nelson (not operated).							
Brandon, Saskatchewan & Hudson Bay	3,014 94	18 37		4,436 69			51,064 36
British Yukon	3,226 04				246 00		268,297 22
Canada & Gulf Terminal	2,340 00						48,537 31
Canada Southern	207,417 19	26,538 63	2,643 37	44,268 87	Cr. 8 10	562 50	11,207,670 72
Canadian Gov't Ry's (Intercolonial)	446,835 85	533 94	33,450 63	47,521 04	8,693 55	208 81	15,213,810 90
" (P.E. Island)	4,802 17			484 68	1,828 32		383,587 43
Canadian Northern System	839,557 69	7,954 56	42,022 75	342,658 52	4,473 69		33,326,711 79
Canadian Pacific	3,013,413 97	11,430 90	203,441 14	456,415 60	12,131 93	7,636 50	120,425,351 36
Cape Breton	469 57						14,951 90
Caraquet & Gulf Shore	292 07						80,024 51
Crow's Nest Southern	1,301 94	8 14		208 41			112,251 54
Cumberland	2,658 19				75 00		86,708 95
Central Vermont	13,791 50	166 55	112 35	647 79			337,708 24
Dominion Atlantic	28,812 94	185 99	2,509 44	568 78	356 80	131 52	946,946 82
Eastern British Columbia						30 00	30,154 47
Edmonton, Dunvegan & British Columbia	1,851 67			1,835 52			421,906 42
Elgin & Havelock	379 29						10,997 40
Essex Terminal				2,000 00		2,600 00	73,278 33
Esquimalt & Nanaimo	9,174 30	30 50	4,375 93	105 65			510,619 80
Fredericton & Grand Lake Coal & Ry. Co							69,176 68
Grand Trunk	1,617,161 87	10,657 94	178,743 12	430,966 23	55,049 14		38,187,251 57
" Pacific	328,953 17		1,115 87	30,042 49	7,610 34	87,948 44	6,624,469 16
Hereford	536 25			29 32			96,568 15
Inverness Railway & Coal Co							
International of New Brunswick	634 33			103 27			115,781 71
Kent Northern							
Kettle Valley	1,943 41			1,182 66		1,819 42	322,821 87
Lotbiniere & Megantic							36,058 69
Maine Central	872 44						18,362 74
Manitoba Great Northern	398 26	4 92		484 01			37,959 67
Maritime Coal Ry. & Power Co	560 07						90,293 75

Massawippi Valley	999 96			1,287 04			222,930 13
Midland Ry. of Manitoba	19,521 73	53 86		5,117 05			246,675 81
Moncton & Buctouche	241 00	288 00					33,362 55
Montreal & Atlantic	16,718 89	13 77	1,669 74	4,894 73	300 00	6,499 65	1,270,339 59
Morrissey, Fernie & Michel				7,026 00		377 48	120,589 04
Napierville Junction	663 18	16 90	354 96	20 88		4 00	128,899 47
Nelson & Fort Sheppard	2,044 53	14 27					41,034 80
National Transcontinental	37,878 95	929 55	314 29	28,311 28	400 23	616 50	5,718,575 67
New Brunswick Coal & Ry. Co	712 35			1,984 96			44,937 24
New Brunswick & P.E. Island	253 86			846 53			42,482 27
New Westminster Southern	249 71	2 99					33,537 59
Northern New Brunswick & Seaboard							
North Shore							
Ottawa & New York	13,116 92	23 41	523 35	170 50	139 68		248,991 93
Père Marquette	27,213 29		1,494 40	26,942 06	775 00		2,971,099 20
Quebec Central	22,181 73						1,476,062 12
Quebec, Montreal & Southern	953 48	292 05	204 96	1,189 30	30 00	12 50	381,800 46
Quebec Oriental	3,241 72						138,688 54
Quebec Ry. Light & Power Co				992 02		7 70	87,266 92
Red Mountain	1,109 00	10 80		1,761 00	94 00		14,224 04
Roberval—Saguenay				6,927 95			108,773 43
Rutland & Noyan	181 20						14,956 10
St. Lawrence & Adirondacks	10,774 62	859 42	14,011 19	1,041 33			739,800 03
Salisbury & Albert	415 42						40,096 38
St. John & Quebec	382 94					5 00	69,399 20
St. Martins	103 58						21,387 86
Sydney & Louisburg	2,025 05			15,078 24	1,535 75		804,415 88
Temiscouata	2,519 38			469 06			219,812 81
Temiskaming & Northern Ontario	53,467 41		8 98	10,048 97	226 00		1,915,587 36
Thousand Islands	3,090 68			13 00			34,509 35
Toronto, Hamilton & Buffalo	33,742 91	475 02		101,850 12			1,605,539 97
Vancouver, Victoria & Eastern	20,565 33	117 13		11,517 16	132 50		512,519 00
Victoria Terminal Ry. & Ferry Co.			259 24				2,480 36
Victoria & Sidney, B.C			2,750 67				31,722 33
Wabash (in Canada)	23,394 47	101 24	3,227 74	59 02			3,100,003 34
York & Carlton	173 96						4,987 54
Final totals	6,845,234 69	60,728 85	493,234 12	1,706,280 33	94,954 08	108,893 40	252,773,275 89

TABLE 7.—Earnings and Income

Number.	Name of Railway.	Revenue from Transportation—Water Line.				
		Freight. Revenue.	Passenger Revenue.	Excess Baggage.	Other Passenger Service.	Express.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay					
2	Algoma Eastern					
3	Atlantic, Quebec & Western					
4	Bedlington & Nelson					
5	Brandon, S'k. & Hudson Bay					
6	British Yukon					
7	Canada & Gulf Terminal					
8	Canada Southern					
9	Canadian Gov't Ry. (Intercolonial)	82,711 08				
10	" (P.E. Island)	21,973 21	10,911 37	117 60		
11	Canadian Northern System	31,759 47	49,067 48		150 28	6,596 36
12	Canadian Pacific					
13	Cape Breton					
14	Caraquet & Gulf Shore					
15	Crow's Nest Southern					
16	Cumberland					
17	Central Vermont					
18	Dominion Atlantic					
19	Eastern British Columbia					
20	Edmonton, Dunvegan & British Columbia					
21	Elgin & Havelock					
22	Essex Terminal					
23	Esquimalt & Nanaimo					
24	Fredericton & Grand Lake Coal & Ry. Co					
25	Grand Trunk					
26	" Pacific					
27	Hereford					
28	Inverness Railway & Coal Co					
29	International of New Brunswick					
30	Kent Northern					
31	Kettle Valley					
33	Lotbinière & Megantic					
34	Maine Central					
35	Manitoba Great Northern					
36	Maritime Coal Ry. & Power Co					
37	Massawippi Valley					
38	Midland Ry. of Manitoba					
39	Moncton & Buctouche					
40	Montreal & Atlantic					
41	Morrissey, Fernie & Michel					
42	Napierville Junction					
43	Nelson & Fort Sheppard					
44	National Transcontinental					
45	New Brunswick Coal & Ry. Co					
46	New Brunswick & Prince Edward Island					
47	New Westminster Southern					
48	Northern New Brunswick & Seaboard					
49	North Shore					
50	Ottawa & New York					
51	Père Marquette					
54	Quebec Central					
55	Quebec, Montreal & Southern					
56	Quebec Oriental					
57	Quebec Ry. Light & Power Co					
58	Red Mountain					
59	Roberval-Saguenay					
60	Rutland & Noyan					
61	St. Lawrence & Adirondack					
62	Salisbury & Albert					
64	St. John & Quebec					
65	St. Martins					

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for the Year ending June 30, 1916.

Special Service.	Other.	Total.	Incidental.					Number.
			Dining and Buffet.	Hotel and Restaurant.	Station, Train and Boat Privileges.	Parcel Room.	Storage Freight.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
..	..	..	..	..	..	..	9,688 72	1
..	..	..	..	..	..	..	12,280 39	2
..	..	..	..	..	..	..	40 00	3
..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	1 00	2 44	5
..	..	..	..	..	..	..	4 45	6
..	..	..	..	..	..	..	40 62	7
..	..	..	127,921 42	22,804 65	3,324 46	4,052 57	1,050 46	8
11,500 00	..	94,211 08	205,014 93	14,403 76	12,571 19	..	13,265 56	9
202 00	..	33,284 18	..	..	549 96	..	264 55	10
..	203,783 61	291,356 90	174,316 44	123,742 67	5,669 12	8,571 52	20,919 57	11
..	..	..	1,461,761 30	366,768 65	5,536 62	43,700 35	107,177 28	12
..	..	..	..	..	..	..	..	13
..	..	..	..	..	..	..	..	14
..	..	..	..	..	..	2 88	17 97	15
..	..	..	..	..	..	..	1 12	16
..	..	..	98	..	14 37	7 40	218 07	17
..	..	..	1,214 45	..	800 00	..	589 42	18
..	..	..	..	..	..	..	..	19
..	..	..	..	..	2,045 62	..	59 89	20
..	..	..	..	..	..	..	..	21
..	..	..	..	..	..	..	..	22
..	..	..	..	..	480 00	..	719 42	23
..	..	..	..	..	..	..	..	24
..	..	..	296,986 17	..	33,437 93	12,741 85	32,329 80	25
..	..	..	194,793 29	..	525 00	96 75	3,081 78	26
..	..	..	..	..	..	15 80	89 59	27
..	..	..	..	..	..	..	..	28
..	..	..	..	..	..	..	7 10	29
..	..	..	..	..	..	..	..	30
..	..	..	..	..	..	..	23 15	31
..	..	..	..	..	..	..	..	33
..	..	..	..	..	..	..	..	34
..	..	..	..	..	..	50	10 90	35
..	..	..	..	..	..	..	..	36
..	..	..	..	..	..	..	434 76	37
..	..	..	9,692 02	..	..	..	900 66	38
..	..	..	..	..	..	..	..	39
..	..	..	..	..	..	..	511 84	40
..	..	..	..	..	..	..	..	41
..	..	..	..	..	..	..	9 84	42
..	..	..	..	..	..	30	5 48	43
..	..	..	8,941 87	..	1,126 94	..	5,392 74	44
..	..	..	..	..	..	..	..	45
..	..	..	..	..	..	..	1 90	46
..	..	..	..	..	4 53	1 44	..	47
..	..	..	..	..	..	..	..	48
..	..	..	..	..	..	..	..	49
..	..	..	..	..	34 32	..	433 52	50
..	..	..	..	..	150 73	6 90	563 34	51
..	..	..	8,518 61	..	4,081 10	..	1,291 85	54
..	..	..	..	..	90 00	..	694 19	55
..	..	..	..	..	..	..	..	56
..	..	..	..	..	66 31	6 79	26 44	57
..	..	..	..	..	..	1 30 Cr.	40	58
..	..	..	..	..	..	..	..	59
..	..	..	..	..	..	..	..	60
..	..	..	..	..	275 54	..	73 33	61
..	..	..	..	..	..	..	..	62
..	..	..	..	..	..	..	33 01	64
..	..	..	..	..	..	..	..	65

TABLE No. 7.—Earnings and Income for the

Number.	Name of Railway.	Revenue from Transportation—Water Line.				
		Freight Revenue.	Passenger Revenue.	Excess Baggage.	Other Passenger Service.	Express.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
66	Sydney & Louisburg					
67	Temiscouata					
68	Temiskaming & Northern Ontario					
69	Thousand Islands					
70	Toronto, Hamilton & Buffalo					
71	Vancouver, Victoria & Eastern					
72	Victoria Terminal Ry. & Ferry Co					
73	Victoria, & Sidney B.C					
75	Wabash (in Canada)					
76	York & Carlton					
	Final total	136,443 76	60,058 55	117 60	150 28	6,596 36

Year ending June 30, 1916—*Continued.*

			Incidental.					Number.
Special Service.	Other.	Total.	Dining and Buffet.	Hotel and Restaurant.	Station, Train and Boat Privileges.	Parcel Room.	Storage Freight.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
							109 23	66
					500 00		135 60	67
			5,295 79		4,349 96		1,420 34	68
							27 65	69
			21,448 78		354 68		1,030 65	70
			3,323 74		30 60	19 30	1,796 57	71
							24 52	72
							9 32	73
			8,092 91		1,879 71		154 45	75
								76
11,702 00	203,783 61	418,852 16	2,527,322 70	527,719 73	77,898 39	69,226 65	216,963 08	

TABLE 7.—Earnings and Income for the Year ending June 30, 1916—*Concluded.*

Name of Railway.	Incidental.								Joint Facility.		
	Storage, Baggage.	Demurrage.	Telegraph and Telephone	Grain Elevators.	Stock-yards.	Rents of Buildings and other Property.	Miscellaneous.	Total.	Joint Facility. Cr.	Joint Facility. Dr.	Total Operating Revenues.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	25 90	.....	3,113 02	.....	.....	.....	121,518 38	134,346 02	.....	.....	739,270 86
Algoma Eastern	1 85	.....	1,085 85	.....	.....	43,781 24	2,042 00	59,191 33	.....	.....	528,005 19
Atlantic, Quebec & Western	.....	.....	.....	.....	.....	.....	.....	40 00	.....	.....	102,765 42
Bedlington & Nelson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brandon, S'k. & Hudson Bay	3 60	.....	.....	.....	.....	.....	88 00	95 04	.....	.....	51,159 40
British Yukon	.....	.....	349 46	.....	.....	710 00	742 92	1,806 83	.....	.....	270,104 05
Canada & Gulf Terminal	.....	.....	.....	.....	.....	.....	750 79	791 41	.....	.....	49,328 72
Canada Southern	2,969 92	30,638 00	218 29	.....	.....	5,345 90	16,275 86	214,601 53	.....	.....	11,422,272 25
Can. Gov't Ry's. (Intercolonial)	2,872 68	61,413 19	22 38	9,276 19	.....	28,003 05	31,797 00	378,639 93	.....	.....	15,686,661 91
" (P.E. Island)	52 30	114 74	135 28	.....	.....	540 50	18,199 43	19,856 76	.....	.....	436,728 37
Canadian Northern System	6,455 87	90,855 31	3,630 81	222,564 97	17,844 92	363,902 00	789,841 61	1,828,314 81	36,237 83	6,346 27	35,476,275 06
Canadian Pacific	36,627 83	245,774 56	.....	761,710 19	.....	938,034 00	262,128 83	4,229,219 61	.....	.....	124,654,570 97
Cape Breton	.....	.....	.....	.....	.....	.....	148 05	148 05	.....	.....	15,099 95
Caraquet & Gulf Shore	.....	.....	.....	.....	.....	.....	1,193 86	1,193 86	.....	.....	81,218 37
Crow's Nest Southern	1 15	.....	.....	.....	.....	211 08	157 00	390 08	.....	.....	112,641 62
Cumberland	.....	.....	.....	.....	.....	.....	743 93	745 05	.....	.....	87,454 00
Central Vermont	5·20	845 58	.....	.....	.....	2,565 18	307 05	3,963 83	.....	.....	341,672 07
Dominion Atlantic	72 60	4,224 00	39 07	.....	.....	7,423 84	756 75	15,120 13	.....	.....	962,066 95
Eastern British Columbia	.....	.....	61 50	.....	.....	423 35	699 00	1,183 85	.....	.....	31,338 32
Edmonton, Dunvegan & B.C	10 75	821 26	1,508 66	.....	.....	1,060 57	.....	5,506 75	.....	.....	427,413 17
Elgin & Havelock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10,997 40
Essex Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	84,310 62
Esquimalt & Nanaimo	171 95	2,573 00	.....	.....	.....	761 20	10,271 09	11,032 29	.....	.....	529,913 16
Fredericton & Grand Lake Coal & Ry. Co	.....	.....	.....	.....	.....	15,034 86	314 13	19,293 36	.....	.....	
Grand Trunk	13,001 88	222,405 75	2,342 37	127,288 74	.....	152,998 24	630 46	630 46	.....	.....	69,807 14
" Pacific	1,515 20	8,090 80	82,682 85	.....	.....	24,288 55	71,513 57	965,046 30	3,022 40	280 16	39,155,040 10
Hereford	.....	.....	.....	.....	.....	196 95	11,812 70	326,886 92	11,832 92	12	6,963,188 88
Inverness Ry. & Coal Co	.....	.....	.....	.....	.....	.....	193 00	495 34	.....	.....	97,063 49
International of New Brunswick	3 75	138 00	295 50	.....	.....	1 00	.....	445 35	.....	.....	116,227 06
Kent Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kettle Valley	75	.....	215 99	.....	.....	2,064 96	5,300 16	7,605 01	.....	.....	330,426 88
Lotbinière & Megantic	.....	.....	.....	.....	.....	.....	15 00	15 00	.....	.....	36,073 69
Maine Central	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,362 74

Manitoba Great Northern	1 50							114 56	127 46			38,087 13
Maritime Coal Ry. & Power Co.							48 00		48 00			90,341 75
Massawippi Valley	117 85		381 55					656 02	1,590 18			224,520 31
Midland Ry. of Manitoba								9,036 94	19,629 62			266,305 43
Moncton & Buctouche							1,301 00		1,301 00			134,663 55
Montreal & Atlantic	23 00	3,483 70					2,059 24	15,002 48	21,080 26			1,291,419 85
Morrissey, Fernie & Michel												120,589 04
Napierville Junction			30 99					477 00	517 83			129,417 30
Nelson & Fort Sheppard	15 95		1,713 64					139 00	1,874 37			42,909 17
National Transcontinental	56 40	7,009 69	3,286 18				5,166 93	48,959 67	79,940 42			5,798,516 09
New Brunswick Coal & Ry. Co			12 38						12 38			44,949 62
New Brunswick & P.E. Island		66 15					13 05	60 73	141 83			42,624 10
New Westminster Southern	3 24							1,656 50	1,665 71			35,203 30
Nor. New Brunswick & Seaboard												
North Shore												
Ottawa & New York	16 00	711 00	10 67					40 00	1,245 51			250,237 44
Père Marquette	1 45	10,037 50	70 00				4,603 56	569 41	16,002 89			2,987,102 09
Quebec Central	186 50	1664 50					11,759 40	2,784 25	30,286 21			1,506,348 33
Quebec, Montreal & Southern	11 40		416 92				307 00	334 00	1,853 51			383,653 97
Quebec Oriental												138,688 54
Quebec Ry. Light & Power Co			72 47					37 52	209 53			87,476 45
Red Mountain	12 85		294 71					63 80	372 26			14,596 30
Roberval—Saguenay							1,129 26	50,129 87	51,259 13			160,032 56
Rutland & Noyan												14,956 10
St. Lawrence & Adirondack	95	2,986 80	7 87				13 50	34 28	3,391 97			743,192 00
Salisbury & Albert			223 49				174 15	1,582 95	1,980 59			42,076 97
St. John & Quebec	1 50	401 00						11 80	447 31			69,846 51
St. Martins			118 24						118 74			21,506 10
Sydney & Louisburg		3,180 80	61 54					13,618 26	16,969 83			821,385 71
Temiscouata							174 00	155 77	2,965 37			222,778 18
Temiskaming & Northern Ontario	362 55	7,627 60	50,268 48				7,664 53	307 30	77,296 55		511 56	1,992,372 35
Thousand Islands			516 76				1,121 53	1,826 07	3,492 01			38,001 36
Toronto, Hamilton & Buffalo	28 25	19,485 50					1,292 65	332 06	43,972 57			1,649,512 54
Vancouver, Victoria & Eastern	403 25		1,870 90				800 84	19,363 38	27,608 58			540,127 58
Victoria Terminal Ry. & Ferry Co								12 96	37 48			2,517 84
Victoria & Sidney B.C								203 04	212 36			31,934 69
Wabash (in Canada)	82 76	4,506 03					162 42	1,218 44	16,096 72	2,218 31		3,118,318 37
York & Carlton												4,987 54
Final Total	65,118 58	729,054 46	155,057 82	1,120,840 09	17,841 92	1,625,137 53	1,518,168 63	8,650,352 58	53,311 46	7,138 12		261,888,653 97

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916.

Name of Railway.	Maintenance of Way and Structures.							
	Superintendence.	Roadway Maintenance.	Tunnels and Subways.	Bridges, Trestles, Culverts.	Elevated Structures.	Ties.	Rails.	Other Track Material.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	9,593 51	83,145 90		24,586 87		6,495 85	2,125 56	5,179 46
Algoma Eastern	4,075 51	23,304 37		3,864 95		1,552 42	827 13	1,938 28
Atlantic, Quebec & Western	1,886 15	23,613 93	618 10	448 63		69 00		290 70
Bedlington & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay	4,808 94	19,074 48		830 61		9,644 96	Cr. 66 59	172 14
British Yukon	46 68	13,564 77		2,251 88		3,330 39	82 46	107 14
Canada & Gulf Terminal	196 00	6,456 84		17 99		328 40		101 79
Canada Southern	68,681 61	100,805 39	12,107 23	69,723 27		430,319 77	42,293 65	65,916 74
Canadian Govt. Railway (Intercolonial)	122,712 05	228,382 62	49 21	176,569 82		284,770 64	144,492 32	126,748 88
" " (P. E. Island)	14,061 66	52,543 27		1,133 25		14,395 46	1,820 15	3,911 52
Canadian Northern System	204,885 53	829,776 11	1,421 83	457,720 56	2 59	1,210,238 79	165,230 31	133,226 80
Canadian Pacific	537,267 89	2,081,501 02	10,678 13	736,696 32		1,505,421 92	532,206 52	295,389 86
Cape Breton	250 00	4,187 77				1,407 55		
Caraquet & Gulf Shore	840 00	6,940 73		2,176 91		5,400 72		774 23
Crow's Nest Southern	5,217 15	45,462 25		8,946 01		4,914 08	491 26	1,802 44
Cumberland	944 80	9,963 72		941 44		6,843 49	67 00	623 50
Central Vermont	2,842 22	8,107 95		8,312 08		10,290 70	5,758 11	6,644 76
Dominion Atlantic	7,063 91	20,084 03		9,627 91		43,882 52	27,500 00	2,955 93
Eastern British Columbia	749 10	6,179 50		1,316 51		1,829 64		83 36
Edmonton, Dunwegan & British Columbia	2,543 28	4,204 28		1,230 88	399 30			791 98
Elgin & Havelock		2,761 60		911 81		1,675 58		
Essex Terminal	69 50	3,784 35		42 50		3,668 51	4,444 22	189 24
Esquimalt & Nanaimo	7,851 19	24,541 48		6,746 20		7,342 83	Cr. 346 01	721 36
Fredericton & Grand Lake Coal & Ry. Co.	337 00	9,099 04		88 97				229 15
Grand Trunk	164,563 96	525,491 75		272,200 66		820,484 75	350,604 56	177,480 79
Grand Trunk Pacific	87,205 87	338,377 64	Cr. 234 43	172,910 62		91,762 19	9,872 81	29,341 83
Hereford	1,832 19	16,930 66		1,412 74		7,318 84	407 56	749 36
Inverness Railway & Coal Co								
International of New Brunswick	2,398 27	6,234 66		2,387 51		18,157 20	964 24	1,550 64
Kent Northern								
Kettle Valley	4,863 10	131,407 26		6,237 15		626 32		190 19
Lotbinière & Megantic		6,256 40		107 96		2,073 67		147 52
Maine Central	45 00	1,311 79				974 75		11 80
Manitoba Great Northern	4,781 34	30,241 09		931 00		21,349 01		272 69
Maritime Coal, Ry. & Power Co	759 00	8,548 82		2,200 17		2,372 52		
Massawippi Valley	2,246 26	10,145 54		1,173 60		7,150 01	3,448 56	3,562 67
Midland Ry. of Manitoba	3,240 34	1,613 51		321 65		Cr. 33 96	Cr. 21 94	175 89
Moncton & Buctouche	421 50	5,763 80		850 17		1,674 40	104 93	

Montreal & Atlantic	6,679 56	24,254 49		28,770 83		31,968 90	9,789 53	7,234 32
Morrissey, Fernie & Michel		1,680 04				1,613 70	3,175 78	
Napierville Junction	1,064 30	4,733 19		11 85		2,718 20	633 24	56 38
Nelson & Fort Sheppard	4,157 13	18,829 48		3,241 45		4,318 82	15 95	345 58
National Transcontinental (operated by Can. Govt. Railways)	115,153 70	224,048 71		58,892 57		202,051 78	30,064 97	39,180 10
New Brunswick Coal & Ry. Co	341 02	14,299 03		3,568 27		60 50	1,889 90	248 64
New Brunswick & P. E. Island	695 46	542 30		1,632 14		10,216 82	488 09	2,833 66
New Westminster Southern	2,599 67	4,072 06		1,532 50		759 52	Cr. 34 45	47 45
Northern New Brunswick & Seaboard North Shore								
Ottawa & New York	2,647 91	6,735 71		4,698 26		12,994 96	2,498 69	2,809 39
Père Marquette	13,693 69	15,448 39		11,394 82		41,018 20	8,525 06	5,653 53
Quebec Central	7,586 94	91,417 62		2,127 07		29,500 00	24,000 00	3,708 17
Quebec, Montreal & Southern	9,542 42	38,597 46		11,621 29		31,467 74	1,329 13	2,627 69
Quebec Oriental	2,374 11	24,080 93		2,980 89		11,033 55		368 86
Quebec, Ry., Light & Power Co	416 97	3,773 10		142 53		979 58	3 19	323 32
Red Mountain	795 17	4,585 41		177 10		1,561 50	2 73	137 14
Roberval-Saguenay	1,147 05	7,126 72		310 01		332 90		492 39
Rutland & Noyan	244 23	1,418 63		184 06		833 90	138 24	161 50
St. Lawrence & Adirondack	2,945 42	6,612 10		4,449 88		12,236 89	7,718 10	2,083 30
Salisbury & Albert	824 45	7,624 14		1,254 57		3,230 61		731 38
St. John & Quebec	1,784 10	17,109 30		1,203 18		242 50	625 25	Cr. 539 16
St. Martins		3,750 14		887 58		2,891 48	467 54	584 73
Sydney & Louisburg	3,824 96	44,747 96		19,650 23		17,695 79	8,801 49	7,281 12
Temiscouata	2,236 45	28,952 33		4,695 24		6,026 02	488 15	760 00
Temiskaming of Northern Ontario	23,305 24	58,695 08		17,280 02		44,237 00	9,157 13	11,862 73
Thousand Islands	484 88	1,988 74	2 94	1,010 00		851 07		216 01
Toronto, Hamilton & Buffalo	17,703 55	33,648 26	1,891 78	9,401 18		28,794 45	12,951 59	12,428 14
Vancouver, Victoria & Eastern	24,753 70	108,649 88	3 35	69,869 27		24,657 55	3,835 44	6,768 08
Victoria Terminal Railway & Ferry Co	24 87	212 06		16 58		8 47	Cr. 11 47	5 47
Victoria & Sidney, B.C.	393 94	3,339 04		28 63		132 78	23 88	84 73
Wabash (in Canada)	1,538 49							15 87
York & Carlton		1,081 80				231 82		38 98
Final total	1,518,239 89	5,501,862 42	26,538 14	2,235,950 24	401 89	5,052,399 92	1,418,883 96	969,832 14

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Maintenance of Way and Structures—*Continued.*							
	Ballast.	Tracklaying and surfacing.	Right of way Fences.	Snow and Sand fences and Snow sheds.	Crossings and Signs.	Station and Office Buildings.	Roadway Buildings.	Water Stations.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	496 18				2,429 94		5,379 72	
Algoma Eastern					46 59		2,354 19	
Atlantic, Quebec & Western	56 75			232 15	141 54		447 13	
Bedlington & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay				877 36	1,094 36		1,948 14	
British Yukon	Cr. 2 14			191 43	7 65		1,950 51	
Canada & Gulf Terminal								
Canada Southern	22,921 55	311,201 85	13,096 61	26 07	80 62		176 28	
Canadian Govt. Railway (Intercolonial)	105,098 94	592,343 91	49,983 03	111 11	9,318 05	20,609 86	809 02	9,192 61
" " (P. E. Island)	6,629 00	17,053 97	8,944 34	348 45	27,100 15	198,596 61	5,877 59	14,224 84
Canadian Northern System	11,289 87	1,728,703 74	33,836 24	1,153 88	823 54	6,048 71	92 94	1,670 47
Canadian Pacific	383,770 51	4,517,901 80	123,624 78	9,400 60	26,377 37	140,756 63	11,686 39	98,662 99
Cape Breton				548,752 55	78,403 31	713,491 34	62,627 82	263,734 93
Caraquet & Gulf Shore	3,982 50			140 72	12 70		57 84	
Crow's Nest Southern				566 25				
Cumberland					437 26		1,694 77	
					532 95		805 88	
Central Vermont	3,742 48	23,157 84	3,619 77	116 70	782 41	3,013 22	393 21	81 21
Dominion Atlantic	685 74	61,047 15	5,185 57		1,315 89	1,616 21	84 71	307 91
Eastern British Columbia	11 50				4 00		295 65	
Edmonton-Dunvegan & British Columbia		39,617 28	201 98		163 08	1,482 00	246 24	3,116 70
Elgin & Havelock					4 00		19 72	
Essex Terminal	721 41				288 05		6,571 27	
Esquimalt & Nanaimo	86 15	19,710 10	1,305 12	2 47	479 32	4,138 75	162 21	347 24
Fredericton & Grand Lake Coal & Ry. Co.				1 00	4 36		16 14	
Grand Trunk	46,734 29	1,192,677 64	83,262 49	6,458 71	Cr. 111,471 65	456,592 16	11,986 66	37,705 74
Grand Trunk Pacific	15,706 01	509,204 46	1,454 44	1,316 63	5,569 72	13,775 27	1,976 12	23,710 58
Hereford	241 36				1,387 44		2,230 87	
Inverness Railway & Coal Co.								
International of New Brunswick	891 69	19,298 42	24 50	5 80	36 61	145 15		228 42
Kent Northern								
Kettle Valley	189 00				292 37		1,272 06	
Lotbinière & Megantic					19 84		729 16	
Maine Central					7 80			
Manitoba Great Northern				58 01	604 50		2,635 05	
Maritime Coal, Railway & Power Co.					806 33		212 59	
Massawippi Valley				6 40	2,353 19		3,783 41	

Midland Railway of Manitoba	129 66				103 37		638 62		
Moncton & Buctouche	202 45				0 60		332 45		
Montreal & Atlantic	1,644 03	45,205 68	3,859 78		5,760 70	1,387 56	287 95	2,074 10	
Morrissey, Fernie & Michel							670 95		
Napierville Junction	153 74			38 68	555 94		761 06		
Nelson & Fort Sheppard					132 52		425 22		
National Transcontinental	2,518 45	529,480 66	1,378 11	Cr. 21 72	4,192 49	20,445 58	2,170 81	32,694 02	
New Brunswick Coal & Railway Co	9 45				134 11		273 72		
New Brunswick & P. E. Island	60 60	13,955 15	203 20		29 29	1,003 35	28 85	67 87	
New Westminster Southern				Cr. 2 38	49 61		40 70		
Northern New Brunswick and Seaboard									
North Shore									
Ottawa & New York	7,142 19	16,447 17	1,092 03	147 56	1,504 93	3,918 36	225 37	1,423 89	
Père Marquette	5,710 22	62,609 99	2,791 79	22 23	4,638 27	5,360 01	698 53	3,079 40	
Quebec Central	18,000 00	16,132 52	951 33	212 00	105 70	247 22	4,326 32	309 03	
Quebec, Montreal & Southern	Cr. 26 42				4,021 94		4,170 58		
Quebec Oriental	1,500 00			322 63	190 54		1,063 80		
Quebec, Railway, Light & Power Co	10 80			22 80	411 16		1,106 67		
Red Mountain					63 70		63 31		
Roberval Saguenay	303 54			256 75	756 93		202 90		
Rutland & Noyan	13 31			2 83	119 75		286 18		
St. Lawrence & Adirondack	6,755 19	17,326 34	1,985 60		1,225 54	3,489 34	233 67	314 57	
Salisbury & Albert	56 40				322 46		120 85		
St. John & Quebec	170 68	8,290 11	102 42		148 12	156 94	3 08	317 58	
St. Martins									
Sydney & Louisburg	82 50			33 57	1,709 52		2,868 03		
Temiscouata				157 94	340 19		1,321 68		
Temiskaming of Northern Ontario	5,688 51	112,440 66	4,130 31		1,256 37	14,181 23	1,740 22	4,671 03	
Thousand Islands	35 00				191 92		159 48		
Toronto, Hamilton & Buffalo	2,434 50	49,486 88	4,120 61	65 08	1,798 28	5,942 66	554 72	1,607 67	
Vancouver, Victoria & Eastern	440 67			Cr. 11 53	3,130 03		13,039 34		
Victoria Terminal Railway & Ferry Co					12 56		54 88		
Victoria & Sidney, B C					190 14		274 13		
Wabash (in Canada)						55 74			
York & Carlton									
Final total	656,288 26	9,903,293 32	345,154 05	571,002 73	82,549 87	1,625,453 90	166,667 36	499,542 80	

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Maintenance of Way and Structures—*Continued.*							
	Fuel Stations.	Shops and Enginehouses	Grain Elevators.	Storage Warehouses.	Wharves and Docks.	Coal and Ore Wharves.	Gas-producing Plants.	Telegraph and Telephone Lines.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay					13,631 69			2,693 19
Algoma Eastern					5,585 69			1,028 09
Atlantic, Quebec & Western								90 25
Bedlington & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay								262 61
British Yukon					892 18			728 66
Canada & Gulf Terminal								170 70
Canada Southern	1,457 15	15,923 49			2,113 05			8,802 88
Canadian Govt. Railway (Intercolonial)	8,884 80	66,034 98	878 43	759 08	39,230 69		442 76	4,678 10
" " (P. E. Island)	1,455 94	1,658 07			2,309 13			381 36
Canadian Northern System	11,584 50	60,101 78		Cr. 312 94	10,394 90	1,949 93	332 95	66,481 62
Canadian Pacific	66,263 97	306,339 47	56,988 94	1,220 08	63,321 53	25,250 00		193,484 74
Cape Breton								
Caraquet & Gulf Shore								
Crow's Nest Southern								491 88
Cumberland								29 40
Central Vermont	63 05	329 96			0 39			688 89
Dominion Atlantic	1,225 28	1,359 92			810 27			148 80
Eastern British Columbia								115 64
Edmonton,-Dunvegan & British Columbia								3,021 68
Elgin & Havelock								
Essex Terminal								
Esquimalt & Nanaimo	1,857 74	637 01			6,396 53			168 13
Fredericton & Grand Lake Coal & Ry. Co								36 00
Grand Trunk	11,653 64	246,231 97	9,021 56		25,393 07			23,850 49
Grand Trunk Pacific	1,780 03	20,787 19			5,817 57	1 49		42,797 64
Hereford								
Inverness Railway & Coal Co								
International of New Brunswick		57 75						943 14
Kent Northern								
Kettle Valley					23 65			1,021 16
Lotbinière & Megantic					39 18			4 46
Maine Central								
Manitoba Great Northern								136 37
Maritime Coal, Railway & Power Co								
Massawippi Valley					375 04			72 67
Midland Railway of Manitoba								78 26

Moncton & Buctouche								
Montreal & Atlantic	1,156 48	2,187 22	161 34	482 47				2,246 49
Morrissey, Fernie & Michel								
Napierville Junction								4 97
Nelson & Fort Sheppard								329 25
National Transcontinental	3,186 53	44,429 69			1,910 60			15,689 80
New Brunswick Coal & Railway Co								4 86
New Brunswick & P. E. Island		174 66			128 97			7 41
New Westminster Southern								
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York	311 78	2,403 43						19 53
Père Marquette	101 90	4,872 38			Cr. 501 11			291 30
Quebec Central	370 83	618 04			309 02			
Quebec, Montreal & Southern								133 17
Quebec Oriental								39 00
Quebec Railway, Light & Power Co								75 98
Red Mountain								111 46
Roberval-Saguenay					147 69			536 36
Rutland & Noyan					5 76			4 13
St. Lawrence & Adirondack	485 12	735 95						42 29
Salisbury & Albert								10 00
St. John & Quebec		37 10						122 61
St. Martins								
Sydney & Louisburg								653 46
Temiscouata					575 60			
Temiskaming & Northern Ontario	1,275 32	6,423 70						4,160 12
Thousand Islands					29 95			
Toronto, Hamilton & Buffalo	86 64	4,019 79						970 18
Vancouver, Victoria & Eastern					3,353 11			1,227 37
Victoria Terminal Railway & Ferry Co								0 50
Victoria & Sidney, B.C.					53 30			8 25
Wabash (in Canada)	32 82	7,612 74						6 86
York & Carlton								
Final total	113,233 52	792,976 29	67,050 27	2,148 69	182,347 45	27,201 42	775 71	379,102 16

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Maintenance of Way and Structures—*Continued.*							
	Signals, Interlockers.	Power Transmission Systems.	Miscellaneous Structures.	Paving.	Roadway Machines.	Small Tools and Supplies.	Removing Snow, Ice, and Sand.	Assessments for Public Improvement.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	43 27					2,564 40	19,519 62	
Algoma Eastern	77 47					894 68	2,162 59	
Atlantic, Quebec & Western						757 36	3,794 56	
Brandon, Saskatchewan & Hudson Bay	1,305 12					1,271 90	28,362 85	
British Yukon						479 24	6,876 99	
Canada & Gulf Terminal						176 91	88 00	
Canada Southern	40,591 63	7,060 93			4,252 36	11,578 73	18,023 53	
Canadian Govt. Railway (Intercolonial)	14,959 36	1,355 11	3,298 60	424 53	4,542 50	15,691 25	141,122 93	
" " (P. E. Island)	201 85				1,151 93	2,718 29	8,902 00	
Canadian Northern System	21,759 91	8,413 99	3,389 64	871 37	17,493 88	58,644 29	545,840 91	Cr. 0 50
Canadian Pacific	97,176 34		18,427 23	10 84	34,824 56	123,039 75	1,022,775 57	50,029 15
Cape Breton						67 16	210 55	
Caraquet & Gulf Shore								
Crow's Nest Southern	49 55					1,066 67	581 29	
Cumberland						141 65	1,426 72	
Central Vermont	55 33				63 72	805 27	5,322 85	
Dominion Atlantic	205 22				362 70	1,042 41	8,358 55	
Eastern British Columbia						174 50	1,119 78	
Edmonton, Dunvegan & British Columbia	19 86		22 30		1,217 62	4,099 90	4,743 08	
Elgin & Havelock						Cr. 187 50	92 25	
Essex Terminal	468 53					13 50	146 10	
Esquimalt & Nanaimo	53 53			34 65	1,011 25	1,096 01	8,704 06	711 34
Fredericton & Grand Lake Coal & Ry. Co.						206 79		
Grand Trunk	39,147 15	974 79	5,680 80	546 94	2,520 87	34,293 03	232,544 92	227 25
Grand Trunk Pacific	1,799 48	31 50	441 60		7,384 60	23,811 38	98,976 15	66 40
Hereford	22 61				2,438 33	425 01		
Inverness Railway & Coal Co								
International Railway of New Brunswick	40 49				53 34	549 47	4,487 36	
Kent Northern								
Kettle Valley	1 90					5,544 48	12,115 58	
Lotbinière & Megantic						178 92	110 30	
Maine Central							18 60	
Manitoba Great Northern	618 04					945 17	3,897 99	
Maritime Coal, Railway & Power Co							285 26	
Massawippi Valley	6 85					905 65	2,634 00	
Midland of Manitoba						123 29	2,726 90	8 25
Moncton & Buctouche						59 31	25 20	

Montreal & Atlantic	1,328 10				354 75	1,702 68	8,793 22	
Morrissey, Fernie & Michel							3,734 31	
Napierville Junction	1,045 27					37 20	1,433 35	
Nelson & Fort Sheppard	96 24					267 47	3,021 04	
National Transcontinental	3,266 88				8,677 50	16,484 57	194,271 98	
New Brunswick Coal & Railway Co						583 02		
New Brunswick & P. E. Island					169 87	106 35	542 07	
New Westminster & Southern	36 91					73 18	115 31	
Northern New Brunswick & Seaboard North Shore								
Ottawa & New York	7,331 34				544 41	780 20	3,384 14	165 48
Père Marquette	1,170 50	158 45			770 70	1,730 36	3,572 80	533 75
Quebec Central	5 02				1,348 43	2,022 65	3,659 57	
Quebec, Montreal & Southern	6,972 31					1,271 15	8,634 27	
Quebec Oriental						634 87	2,632 24	
Quebec Railway, Light & Power Co	31 97					175 46	1,676 65	
Red Mountain	17 24					33 73	1,668 59	
Roberval-Saguenay	15 00	1,922 17				310 04	3,245 17	
Rutland & Noyan	12 26					45 83	157 02	
St. Lawrence & Adirondack	984 81				236 53	663 99	3,880 52	
Salisbury & Albert						130 00	32 21	
St. John & Quebec	0 50				233 52	160 85	2,662 42	
St. Martins								
Sydney & Louisburg						670 18	3,715 40	
Temiscouata							2,424 66	
Temiskaming & Northern Ontario	22 41		444 86		1,921 80	2,962 48	36,247 24	
Thousand Islands						96 73	592 00	
Toronto, Hamilton & Buffalo	10,553 27		431 58		636 13	1,598 10	5,250 29	1,539 24
Vancouver, Victoria & Eastern	1,483 28					2,868 97	5,142 05	
Victoria Terminal Railway & Ferry Co.						3 36	47 80	
Victoria & Sidney, B. C.						55 03	748 35	
Wabash (in Canada)								
York & Carlton						3 53		
Final total	253,006 80	19,916 94	32,136 61	1,888,33	92,211 30	328,650 85	2,487,191 71	53,280 36

TABLE S.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Maintenance of Way and Structures—*Concluded.*						
	Injuries to Persons.	Insurance.	Stationery and Printing.	Other Expenses.	Maintaining Joint tracks, Yards, and other Facilities-Dr.	Maintaining Joint tracks, Yards, and other Facilities—Cr.	Total Maintenance of Way and Structures.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central and Hudson Bay	174 38	12,637 05	132 89	29 88	65 00		190,924 36
Algoma Eastern		2,413 55	183 31		1,815 00		52,124 82
Atlantic & Quebec Western				144 64			32,590 89
Bedlington & Nelson (not operating).							
Brandon, Saskatchewan & Hudson Bay	1 77		170 82	21 66			69,781 13
British Yukon	1 85			10 05			30,519 74
Canada & Gulf Terminal							7,819 60
Canada Southern	1,008 03	3,457 18	2,936 70	15 01	75,980 44	125,762 26	1,244,547 17
Canadian Govt. Railway (Intercolonial)	758 76		9,598 47	960 60	49,351 22	10,399 67	2,429,871 56
" " (P. E. Island)	20 80		482 64				149,564 17
Canadian Northern System	9,123 70	88 01	5,543 81	1,864 85	49,263 75	36,506 43	5,899,540 27
Canadian Pacific	57,696 39		10,843 31	2,590 46	186,155 42	36,115 25	14,671,791 20
Cape Breton							6,334 29
Caraquet & Gulf Shore			75 00				20,756 34
Crow's Nest Southern	94 10		170 84	Cr. 41 63	99 00		71,476 92
Cumberland				219 10			22,539 65
Central Vermont	59 00	341 52	66 55		143 43		84,802 62
Dominion Atlantic	6 00		189 77	75 04			195,141 44
Eastern British Columbia				54 00			11,932 82
Edmonton, Dunvegan & British Columbia			150 28		8,412 10	3,505 56	72,208 26
Elgin & Havelock							5,277 46
Essex Terminal				233 42			20,640 60
Esquimalt & Nanaimo	67 00		43 86				93,869 52
Fredericton & Grand Lake Coal & Railway Co			14 00				10,032 45
Grand Trunk	27,510 81	56,632 40	4,345 79	2,242 80	83,581 55	393,597 40	4,447,664 94
Grand Trunk Pacific	1,253 18	45,470 82	2,126 79	440 62	3,068 16	65 32	1,557,939 04
Hereford	953 70		114 13	180 47	148 28		36,793 55
Inverness Railway & Coal Co							
International Railway of New Brunswick			63 56	35 07	550 00		59,103 29
Kent Northern							
Kettle Valley		429 17	163 06	687 00	236 63		165,300 08
Lotbinière & Megantic							9,667 41
Maine Central			10 09				2,379 83
Manitoba Great Northern	13 00		213 52	23 06	122 69		66,842 53
Maritime Coal, Railway & Power Co					360 60		15,544 69
Massawippi Valley		280 04	25 22	97 65	723 20		48 989 96

Midland of Manitoba			78 76		37,901 85		47,084 45
Moncton & Buctouche							9,434 81
Montreal & Atlantic	227 33		386 24	2 28	3,678 18		200,624 13
Morrissey, Fernie & Michel				2,498 19		99 00	13,273 97
Napierville Junction			13 52				13,260 89
Nelson & Fort Sheppard	96 18		128 12	25 60	3,090 00		38,520 05
National Transcontinental	190 91		4,323 65	42 15	3,809 40	11,295 40	1,547,238 49
New Brunswick Coal and Railway Co			7 55	28 27			21,448 34
New Brunswick & P. E. Island			114 05	1 16			33,001 32
New Westminster Southern	41 72		42 71	Cr. 88 83	269 10		9,554 78
Northern New Brunswick & Seaboard North Shore							
Ottawa & New York	20 31	652 46	2 63	30 16	1,693 13		81,625 42
Pere Marquette	5,070 62	2,020 78	599 84		135,161 66	1,468 36	334,729 70
Quebec Central	517 49	1,440 00	152 49	9 00	720 00		209,706 46
Quebec, Montreal & Southern	4 37		217 61		225 00	6,732 00	114,077 71
Quebec Oriental				96 25			47,317 67
Quebec Railway, Light & Power Co	1 18		12 47		147 87		9,311 70
Red Mountain	0 23		21 36	5 33			9,244 00
Roberval-Saguenay	7 00		164 40	194 44	9 63		17,471 09
Rutland & Noyan	26 67		5 91		100 77	101 92	3,659 06
St. Lawrence & Adirondack	15 39	342 35	27 03	22 19	11,630 78		86,442 89
Salisbury & Albert			3 75	5 92			14,346 74
St. John & Quebec			101 52	5 80	600 00		33,538 42
St. Martins							8,581 47
Sydney & Louisburg				4,404 21			116,138 42
Temiscouata			8 62	1 25			47,988 13
Temiskaming & Northern Ontario	191 63	4,475 65	708 50	27 20	2,595 00	5,560 22	364,541 22
Thousand Islands			5 30				5,664 02
Toronto, Hamilton & Buffalo	93 19	521 10	646 25	1,013 00	1,717 11	26,846 71	185,058 51
Vancouver, Victoria & Eastern	877 44		683 35	Cr. 302 03	2,248 74	5,242 44	267,475 62
Victoria Terminal Railway & Ferry Co				0 05			375 13
Victoria & Sidney, B.C				0 77			5,332 97
Wabash (in Canada)		202 19	8 02		330,108 51	372 49	339,208 75
York & Carlton							1,356 13
Final totals	106,124 15	131,404 27	46,219 06	17,906 11	995,782 60	663,670 43	36,040,945 06

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Maintenance of Equipment.							
	Superintendence.	Shop Machinery.	Power plant Machinery.	Power Sub-station Apparatus.	Steam Locomotive Repairs.	Steam Locomotive Renewals.	Freight-train Cars—Repairs.	Freight-train Cars—Renewals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	5,530 13	2,669 03			30,953 51		38,522 84	
Algoma Eastern	2,194 91	111 24			16,785 72		33,686 33	
Atlantic, Quebec & Western		854 70			12,577 30		591 58	
Bedlington & Nelson (not operating)								
Brandon, Saskatchewan & Hudson Bay	428 56	233 02			2,953 99		1,432 34	
British Yukon	968 25	208 17			3,298 94		2,151 33	
Canada & Gulf Terminal	195 73				1,468 31		34 57	
Canada Southern	54,972 05	12,621 09	1,182 52	9,668 88	468,718 53	110,607 48	316,019 70	202,747 05
Canadian Govt. Railway (Intercolonial.)	81,692 00	65,648 72	12,270 24		691,267 04	133,333 34	848,736 84	100,000 00
" " (P. E. Island)	6,689 66	2,423 49	68 55		32,861 31		16,018 87	
Canadian Northern System	138,057 69	101,876 28	346 44	616 06	1,626,436 37		1,492,074 28	
Canadian Pacific	295,727 31	550,796 62			4,349,704 18	881,537 45	4,445,592 01	1,647,197 93
Cape Breton					777 43		18 52	
Caraquet & Gulf Shore	1,108 00				4,707,99		531 94	
Crow's Nest Southern	651 07	351 41			10,136 89		11,236 89	
Cumberland	745 41				4,466 10		2,096 26	
Central Vermont	1,153 06	55 36			8,856 46		10,268 99	
Dominion Atlantic	3,327 12	387 35			32,181 35	12,000 00	10,403 24	
Eastern British Columbia	121 50	50 01			1,757 52		1,732 96	
Edmonton, Dunvegan & British Columbia					14,627 98		9,643 90	
Elgin & Havelock					45 54			
Essex Terminal					2,376 17		34 76	
Esquimalt & Nanaimo	2,738 48	1,960 38			27,737 26		8,643 34	4,563 89
Fredericton & Grand Lake Coal & Ry. Co.					2,813 41		336 03	
Grand Trunk	127,003 60	215,560 57	4,126 88		2,688,607 72		2,419,113 66	
Grand Trunk Pacific	56,678 76	20,283 08	1,089 17		434,002 06		451,001 66	
Hereford	617 58	62 06			7,303 81	102 61	3,928 66	37 82
Inverness Railway & Coal Co.								
International of New Brunswick	245 16	89 05	13 76		4,473 71		3,441 06	
Kent Northern								
Kettle Valley	2,941 92	915 76			14,892 34		4,844 15	
Lotbiniere & Megantic		599 80			1,501 25		1,234 34	
Maine Central	95 76	20 63			451 11	9 39	1,126 69	7 93
Manitoba Great Northern	487 92	201 36			2,564 09		2,194 25	
Maritime Coal & Railway Power Co.	804 79	166 88			2,524 51	7,000 00	140 90	
Massawippi Valley	1,202 13	537 51			17,575 24		11,102 01	
Midland Railway of Manitoba	3,155 08	809 42			13,679 21		8,763 38	

Moncton & Buctouche					1,671 15		826 14	
Montreal & Atlantic	3,453 10	4,624 38			52,621 99	39,449 09	7,281 54	11,455 06
Morrissey, Fernie & Michel		1,041 92			5,331 40		6,275 29	
Napierville Junction	504 87	Cr. 3 35			4,128 17		363 96	
Nelson & Fort Sheppard	505 27	240 00			5,007 48		1,003 07	
National Transcontinental	51 605 31	17,915 86	4,140 25		463,601 11		265,962 88	
New Brunswick Coal & Railway Co		2,889 76	61 07		3,447 66		1,182 41	
New Brunswick & P. E. Island	30 06	11 36			3,356 38		863 36	
New Westminster Southern	210 33	108 81			2,030 96			
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York	6,559 83	1,604 22			20,287 02		5,906 57	
Pere Marquette	14,583 12	9,591 65	2,287 36		135,096 47		12,825 50	3,426 95
Quebec Central	10,305 84	7,462 30			44,545 46	15,000 00	44,042 66	
Quebec, Montreal & Southern	9,327 75	1,608 57			22,138 66		139,405 40	
Quebec Oriental		936 82			11,564 86		385 23	
Quebec Railway, Light & Power Co	181 26	282 14			3,682 45		6,030 41	
Red Mountain	126 59	71 48			2,176 75			
Roberval—Saguenay	1,304 67	261 16			3,403 97		2,667 78	
Rutland & Noyan	92 54	52 83			630 25	137 85	745 17	155 92
St. Lawrence & Adirondack	4,360 44	2 03			31,199 12		2,467 72	
Salisbury & Albert		146 60			1,003 01		515 18	
St. John & Quebec	300 00	40 74			4,251 61		1,362 95	
St. Martins					770 13	2,437 37		
Sydney & Louisburg	1,871 64				73,623 33		111,929 66	
Temiscouata	2,852 55	339 94			6,572 29		8,487 21	
Temiskaming & Northern Ontario	11,506 34	5,827 67			88,330 61		31,338 86	
Thousand Islands					709 14			
Toronto, Hamilton & Buffalo	12,270 92	3,930 99			60,620 61	5,580 00	35,088 05	86,691 67
Vancouver, Victoria & Eastern	3,499 32	1,210 75			37,775 95		10,633 22	
Victoria Terminal Railway & Ferry Co.	12 70	0 18			30 00		25 40	
Victoria & Sidney, B.C.	201 18	3 07			472 80		400 06	
Wabash (in Canada)	17,872 16	10,684 24	357 57		196,785 52		225,032 10	
York & Carlton								
Final totals	943,062 42	1,050,379 11	25,943 81	10,284 94	11,821,950 66	1,207,194 58	11,079,746 06	2,056,284 22

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Maintenance of Equipment—*Continued.*							
	Passenger-train Cars—Repairs.	Passenger-train Cars—Renewals.	Motor Equipment of Cars—Repairs.	Floating Equipment Repairs.	Floating Equipment Renewals.	Work Equipment Repairs.	Work Equipment Renewals.	Miscellaneous Equipment Repairs.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	4,576 90					9,126 99		
Algoma Eastern	2,186 55					218 19		
Atlantic, Quebec & Western	4,752 64					458 74		
Bedlington & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay	1,206 12					2,514 17		
British Yukon	1,146 64					1,393 47		
Canada & Gulf Terminal	629 95							
Canada Southern	60,470 20	12,095 90				5,967 44	20,120 68	
Canadian Govt. Railway (Intercolonial)	368,147 02	66,666 66	357 30	8,510 93		11,929 81		
" " (P. E. Island)	16,132 47			364 63		1,955 18		
Canadian Northern System	545,338 55		28,090 91			120,979 30		16 70
Canadian Pacific	2,892,939 58	564,203 73		2,486 80		417,210 01	578,948 07	25 49
Cape Breton	709 57							
Caraquet & Gulf Shore	200 00					1,000 00		
Crow's Nest Southern	578 34					1,667 11		
Cumberland	1,212 29					143 51		
Central Vermont	3,145 62					579 53		
Dominion Atlantic	15,311 35					1,724 25		
Eastern British Columbia	190 08							
Edmonton, Dunvegan & British Columbia	6,246 20					1,413 58		
Elgin & Havelock	1 00							
Essex Terminal								
Esquimalt & Nanaimo	18,139 47					3,303 63	1,100 00	
Fredericton & Grand Lake Coal & Ry. Co	744 63							
Grand Trunk	514,452 90			48,459 73		119,037 68		
Grand Trunk Pacific	119,417 94			1,010 59		39,019 61		
Hereford	2,043 15	Cr. 0 32				547 05	59 96	
Inverness Railway & Coal Co								
International of New Brunswick	2,394 30			30 48		667 05		
Kent Northern								
Kettle Valley	4,070 69							
Lotbiniere & Megantic	146 87							
Maine Central	384 99	Cr. 0 06				22 60	4 52	
Manitoba Great Northern	660 87					1,671 22		
Maritime Coal, Railway & Power Co	391 55							
Massawippi Valley	3,060 73					273 89		
Midland Railway of Manitoba	8,648 20					190 62		

Moncton & Buctouche	550 46					73 85	32,118 92	
Montreal & Atlantic	1,566 61	19,002 62						
Morrissey, Fernie & Michel								
Napierville Junction	674 18	Cr. 66 11				212 00		
Nelson & Fort Sheppard	704 34					1,127 09		
National Transcontinental	99,056 63			4,082 03		47,037 96		
New Brunswick Coal & Railway Co	227 02							
New Brunswick & P. E. Island	387 96					0 62		
New Westminster Southern	529 85					316 91		
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York	1,590 96					900 56	63 18	
Pere Marquette	14,156 49			3,891 91		6,691 29	444 59	
Quebec Central	14,924 12	9,000 00				1,535 93		
Quebec, Montreal & Southern	5,613 39					406 81		
Quebec Oriental	2,376 19					697 63		
Quebec Railway, Light & Power	1,781 29					18 93		
Red Mountain						190 41		
Roberval-Saguenay	1,294 83		5,141 35			76 57		
Rutland & Noyan	222 91	67 32				18 68	29 34	
St. Lawrence & Adirondack	2,757 02					1,051 74		
Salisbury & Albert	448 06							
St. John & Quebec	451 52					133 05		
St. Martins	140 70							
Sydney & Louisburg	3,057 11					4,065 81		
Temiscouata	4,530 21					277 89		
Temiskaming & Northern Ontario	55,690 39					31,489 80		
Thousand Islands	68 52							
Toronto, Hamilton & Buffalo	12,539 62	1,722 49				4,454 77	673 08	
Vancouver, Victoria & Eastern	7,762 50			2,224 92	1,792 73	5,075 13		
Victoria Terminal Railway & Ferry Co	1 75							
Victoria & Sidney, B.C.	27 55							
Wabash (in Canada)	31,095 16			5,947 42				
York & Carlton								
Total	4,863,904 70	672,692 23	33,589 56	77,012 44	1,792 73	848,868 06	633,562 34	42 19

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Maintenance of Equipment—*Concluded.*						
	Injuries to Persons.	Insurance.	Stationery and Printing.	Other Expenses.	Maintaining Joint Equipment at Terminals Dr.	Maintaining Joint Equipment at Terminals Cr.	Total Maintenance of Equipment.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	139 00	3,728 68	201 30				95,448 38
Algoma Eastern	123 29	666 78	185 55	155 00			56,313 56
Atlantic, Quebec & Western				78 95			19,313 91
Bedlington & Nelson (not operating)							
Brandon, Saskatchewan & Hudson Bay	94 30		28 08	18 73			8,909 31
British Yukon	1 08		0 48	7 52			9,175 88
Canada & Gulf Terminal				17 00			2,345 56
Canada Southern	2,461 64	819 05	4,943 38	285 69	4,069 10		1,287,770 38
Canadian Govt. Railway (Intercolonial)	790 72		11,484 97	1,099 55	9,336 96		2,411,272 10
" " (P. E. Island)	4 48		470 59	79 62	102 54		77,171 39
Canadian Northern System	7,429 39	2 00	15,341 33	477 24	13,286 34	170 00	4,090,198 88
Canadian Pacific	38,441 74		22,202 98	1,957 33	7,624 36	639 72	16,695,955 87
Cape Breton							1,505 52
Caraquet & Gulf Shore			75 00		350 00		7,972 93
Crow's Nest Southern	170 61		34 58	24 84			24,851 74
Cumberland				123 43			8,787 00
Central Vermont		882 27	189 29				25,130 58
Dominion Atlantic	356 36		89 99	14 01			75,795 02
Eastern British Columbia							3,843 07
Edmonton, Dunvegan & British Columbia			147 10				32,078 76
Elgin & Havelock							46 54
Essex Terminal							2,410 93
Esquimalt & Nanaimo			18 57	24 17			68,229 19
Fredericton & Grand Lake Coal & Railway Co							3,894 07
Grand Trunk	44,568 27	43,148 79	14,804 60	13,018 37		90,309 29	6,161 593 48
Grand Trunk Pacific	2,206 43	11,337 86	4,685 67	121,778 52	1,496 59		1,264,007 94
Hereford	0 10		52 08	224 57			14,979 13
Inverness Railway & Coal Co							
International of New Brunswick	0 93		23 58	0 19	21 31		11,400 58
Kent Northern							
Kettle Valley		102 08	81 15	1,032 72			28,880 81
Lotbiniere & Megantic			0 44	165 99	1,400 45	437 90	4,611 24
Maine Central			8 09	37 27			2,168 92
Manitoba Great Northern	102 10		21 97	14 49			7,918 27
Maritime Coal, Railway & Power Co							11,028 63
Massawippi Valley		808 76	83 58				34,643 85

Midland Railway of Manitoba	366 00		160 86	34 83	1,494 63		37,302 23
Moncton & Buctouche				32 08			3,079 83
Montreal & Atlantic			238 82				171,885 98
Morrissey, Fernie & Michel							12,648 61
Napierville Junction			24 14	1 44			5,839 30
Nelson & Fort Sheppard	116 71		26 00	16 92			8,746 88
National Transcontinental	374 12	91 67	5,854 05	97 85	386 14		960,205 86
New Brunswick Coal & Railway Co							7,807 92
New Brunswick & P. E. Island			1 20				4,650 94
New Westminster Southern	48 07		11 32	7 39			3,263 64
Northern New Brunswick & Seaboard							
North Shore							
Ottawa & New York	7 82	99 07	35 94	117 72	23 47		37,196 36
Pere Marquette	2,225 19	6,208 28	802 68	114 71	175 18		212,524 37
Quebec Central	107 40	1,080 00	173 67	3,505 43	98,857 57	79,767 40	170,772 98
Quebec, Montreal & Southern	286 83		588 89				179,376 30
Quebec Oriental				14 45			15,975 18
Quebec Railway, Light & Power Co	7 05		32 66	13 24	4,656 85	1,501 30	15,184 98
Red Mountain	25 53		7 50	4 69			2,602 95
Roberval Saguenay			7 85	487 12			14,645 30
Rutland & Noyan	12 10		5 44				2,170 35
St. Lawrence & Adirondack	55 81	10 33	245 48				42,149 69
Salisbury and Albert				128 99			2,241 84
St. John & Quebec							6,539 87
St. Martins							3,348 20
Sydney & Louisburg				16 04			194,563 59
Temiscouata			59 01	7,327 33			30,446 43
Temiskaming & Northern Ontario	151 08	6,391 90	974 09	1,303 20		4,157 17	228,846 77
Thousand Islands							777 66
Toronto, Hamilton & Buffalo	220 50	1,343 40	640 88			7,467 69	218,309 29
Vancouver, Victoria & Eastern	745 02		132 13	474 24	11 16		71,337 07
Victoria Terminal Railway & Ferry Co				0 09			70 12
Victoria & Sidney, B.C				1 49			1,106 15
Wabash (in Canada)	3,630 94	3,742 11	1,316 16	Cr. 52 40	110,726 63	100 32	607,037 29
York & Carlton				176 85			176 85
Final totals	105,270 61	80,463 03	86,513 12	154,458 90	254,019 28	184,550 79	35,822,484 20

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Traffic Expenses.									
	Superintendence.	Outside Agencies.	Advertising	Traffic Associations.	Fast Freight Lines.	Industrial and Immigration Bureaus.	Insurance.	Stationery and Printing.	Other Expenses.	Total Traffic Expenses.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	3,238 61	61 53	252 89	191 57	.....	.....	41 46	384 14	.....	4,170 20
Algoma Eastern	1,660 79	2,418 77	104 28	213 93	46 77	.....	.....	154 18	0 63	4,599 35
Atlantic, Quebec & Western	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bedlington & Nelson (not operating)										
Brandon, Saskatchewan & Hudson Bay	423 89	1,166 72	900 82	26 16	.....	217 38	.....	229 25	1 32	2,965 54
British Yukon	1,900 16	2,937 03	1,349 54	.....	.....	.....	.....	209 01	.....	6,395 74
Canada & Gulf Terminal	969 50	.....	39 43	.....	.....	.....	.....	.....	.....	1,008 93
Canada Southern	75,759 36	60,415 34	18,712 01	5,330 89	52,959 98	233 52	54 19	44,372 86	118 27	257,956 42
Canadian Govt. Railways—										
Intercolonial	64,581 27	120,045 83	37,279 98	3,495 51	.....	239 71	117 93	27,644 21	618 14	254,022 58
P. E. Island	2,728 97	5,105 81	2,452 11	12 51	.....	10 88	5 25	417 13	5 46	10,738 12
Canadian Northern System	184,248 28	179,460 72	126,849 81	13,024 05	.....	3,505 12	.....	45,154 85	832 96	553,075 79
Canadian Pacific	587,688 29	1,460,599 01	422,012 37	42,839 51	.....	37,287 10	.....	244,511 29	3,761 83	2,798,699 40
Cape Breton	.....	.....	58 50	.....	.....	.....	.....	.....	.....	58 50
Caraquet & Gulf Shore	700 00	.....	.....	.....	.....	.....	.....	238 78	166 40	1,105 18
Crow's Nest Southern	628 70	1,881 82	732 78	58 46	.....	281 73	.....	406 28	4 42	3,994 19
Cumberland	.....	.....	6 92	.....	.....	.....	.....	8 57	.....	15 49
Central Vermont	1,720 88	2,621 51	774 38	134 65	.....	.....	0 64	843 07	0 77	6,095 90
Dominion Atlantic	8,518 49	1,838 85	5,506 11	386 61	.....	.....	.....	1,920 12	82 20	18,252 38
Eastern British Columbia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Edmonton, Dunvegan & B. C	5,492 88	.....	92 22	108 26	.....	.....	.....	450 92	13 00	6,157 28
Elgin & Havelock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Essex Terminal	.....	.....	77 50	128 00	.....	.....	.....	.....	.....	205 50
Esquimalt & Nanaimo	.....	.....	156 00	.....	.....	.....	.....	.....	.....	156 00
Fredericton & Grand Lake Coal and Railway Co	.....	13 33	43 95	.....	.....	.....	.....	.....	.....	57 28
Grand Trunk	234,333 72	549,397 34	99,070 18	34,005 27	44,168 78	10,250 85	1,112 76	79,428 14	317 89	1,052,084 93
Grand Trunk Pacific	47,290 65	68,544 78	28,220 57	2,068 59	.....	1,806 39	117 08	11,763 89	718 71	160,530 66
Hereford	826 32	77 87	526 59	20 26	0 27	39 08	.....	192 99	0 23	1,683 61
Inverness Ry. & Coal Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
International of New Brunswick	398 31	171 59	591 62	3 62	.....	.....	.....	282 53	.....	1,447 67
Kent Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kettle Valley	1,850 00	.....	84 91	.....	.....	.....	.....	244 07	26 78	2,205 76
Lotbiniere & Megantic	.....	.....	18 00	104 50	.....	.....	.....	33 56	.....	156 06
Maine Central	193 67	16 25	122 08	4 89	0 06	8 99	.....	44 54	0 07	390 55
Manitoba Great Northern	333 51	803 06	282 98	29 99	.....	160 75	.....	173 35	2 07	1,785 71
Maritime Coal, Ry. & Power Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Massawippi Valley	2,073 38	495 10	537 76	190 71				11 50		3,308 45
Midland Railway of Manitoba	1,834 11	5,124 51	2,702 87	116 49		729 79		806 75	10 64	11,325 16
Moncton & Buctouche										
Montreal & Atlantic										
Morrissey, Fernie & Michel										
Napierville Junction	738 72	37 84	9 50	104 37				64 74		955 17
Nelson & Mort Sheppard	405 56	1,124 90	617 38	25 14		197 11		217 43	3 72	2,591 51
Naitonal Transcontinental	42,377 57	21,364 40	14,141 29	653 70		711 32	33 37	4,513 32	21 61	83,816 58
New Brunswick Coal & Ry. Co		34 50	56 24	44 00						134 74
New Brunswick & P. E. Island	90 00	1 50	241 49					49 51		382 50
New Westminster Southern	186 72	522 56	0 13	21 20		84 30		123 23	1 22	939 36
Northern New Brunwsick and Seaboard										
North Shore										
Ottawa & New York	6,080 84	1,184 60	301 26	141 38	32 87			1,782 82		9,523 77
Pere Marquette	21,848 52	30,573 59	3,697 87	1,293 35			46 13	8,451 85		65,911 31
Quebec Central	10,552 04	9,647 58	3,472 70	889 21			216 00	2,138 59	304 25	27,220 37
Quebec, Montreal & Southern	6,614 81	141 05	125 20	120 50				915 84	3 36	7,920 76
Quebec Oriental										
Quebec Ry., Light & Power Co		498 70	656 53	44 42				15 41	168 25	1,383 31
Red Mountain	102 57	301 94	0 12	12 02		51 13		66 71	0 74	535 23
Roberval-Saguenay	812 16		463 40	115 84				33 10	95 57	1,520 07
Rutland & Noyan	249 30	444 72	107 28	10 09	31 04	0 98		69 35	2 96	915 72
St. Lawrence & Adirondack	2,695 77	3,372 33	152 98	9 90	146 29	52 15		634 32	56 91	7,120 65
Salisbury & Albert								6 00		6 00
St. John & Quebec	1,927 20	188 85	1,045 06					59 59		3,220 70
St. Martins										
Sydney & Louisburg	1,080 00		895 06	206 28						2,181 34
Temiscouata	2,872 42		639 55	156 48				215 10		3,883 55
Temiskaming & Northern Ontario	10,611 41	528 50	5,183 85	570 23		1,636 09	48 04	2,313 27	Cr. 2 46	20,888 93
Thousand Islands										
Toronto, Hamilton & Buffalo	10,473 93	957 37	4,775 13	480 47	944 10			1,468 07		19,099 07
Vancouver, Victoria & Eastern	2,167 52	6,197 81	3,122 67	176 36		1,008 30		1,253 40	15 02	13,941 08
Victoria Terminal Ry. & Ferry Co	63 60							0 02		63 62
Victoria & Sidney, B.C	1,005 78							0 24		1,006 02
Wabash (in Canada)	28,865 57	76,042 44	5,443 77	1,743 25		173 96	Cr. 3 18	8,389 68	49 94	120,705 43
York & Carlton										
Totals	1,381,215 75	2,616,361 95	794,706 72	109,312 89	98,330 16	58,686 63	1,789 67	492,708 47	7,402 88	5,560,515 1?

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Transportation Expenses—Rail Line.							
	Superintendence.	Despatching Trains.	Station Employees.	Weighing Inspection and Demurrage Bureaus.	Coal and Ore Wharves.	Station Supplies and Expenses.	Yardmasters and their Clerks.	Yard Conductors and Brakemen.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	6,369 76	2,364 00	14,178 93	305 82	23,359 04	2,210 80	830 51	7,358 87
Algoma Eastern	3,705 88	1,401 27	6,536 55	60 00	13,732 73	715 71		
Atlantic, Quebec & Western		331 50	6,428 50			870 63		
Bedlington and Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay	1,387 52	577 82	7,990 14	38 47		1,523 26		
British Yukon	2,389 10	956 28	13,440 87			1,223 86		375 00
Canada & Gulf Terminal	898 25		2,243 67	1,734 30		728 95		
Canada Southern	101,093 05	16,219 59	164,639 72	3,149 02		18,853 35	71,834 10	216,365 96
Canadian Govt. Railway (Intercolonial)	75,675 10	134,496 19	964,160 94	1,631 44		123,719 95	50,025 68	277,258 23
" " (P. E. Island)	5,735 39	5,197 39	72,195 16			7,790 28	3,206 44	4,062 93
Canadian Northern System	418,590 57	160,454 51	1,568,926 42	5,887 43	2,516 33	171,675 96	107,646 85	376,072 65
Canadian Pacific	1,197,358 52	622,776 80	5,705,976 09	11,059 21	899 98	565,608 93	340,771 12	1,481,251 55
Cape Breton	550 00		1,110 00			5 82		1,646 00
Caraquet & Gulf Shore	500 00		4,385 12			1,001 92		
Crow's Nest Southern	1,743 67	796 47	6,561 31	101 25		397 73		
Cumberland	785 65	726 00	4,885 46	1,952 29		366 09	909 33	8,687 95
Central Vermont	2,621 29	1,314 33	18,496 61	17 38		2,904 50	193 80	
Dominion Atlantic	4,449 21	3,639 82	58,695 72	166 92		5,460 43	5,804 98	
Eastern British Columbia	2,220 20		1,537 79	36 21		211 54		
Edmonton, Dunvegan & British Columbia	5,249 26	1,092 82	9,345 02	76 14		2,575 10		5,690 70
Elgin & Havelock			460 00					
Essex Terminal	1,800 00		2,920 30	60 00				
Esquimalt & Nanaimo	8,266 19	8,585 23	39,049 61	125 53		3,340 47	22 20	4,901 09
Fredericton & Grand Lake Coal & Ry. Co.			1,236 17	23 25		111 66	1 000 00	620 60
Grand Trunk	369,417 34	153,594 83	2,685,059 44	11,817 75	894 04	216,321 77	233,192 58	792 584 30
Grand Trunk Pacific	97,339 93	34,606 43	246,466 90	1,031 10		28,925 32	11,357 22	52,595 73
Hereford	1,148 29	1,185 04	5,079 25	45 47		571 16		
Inverness Railway & Coal Co.								
International of New Brunswick	1,268 39		3,900 09			246 28		
Kent Northern								
Kettle Valley	2,102 70	3,195 18	9,123 27			1,541 68		172 28
Lotbiniere & Megantic			1,340 88			210 32		
Maine Central	261 83	100 65		3 41				
Manitoba Great Northern	890 18	256 94	5,455 46	122 43		801 74		
Maritime Coal, Railway & Power Co.	1,320 00		1,320 00			10 54		
Massawippi Valley	4,468 63	2,318 54	24,278 56	84 76		1,267 54		
Midland Railway of Manitoba	3,527 13	181 08	24,905 28	103 79		13,470 09	1,071 90	4,948 60

Moncton & Buctouche			2,400 00			72 89		
Montreal & Atlantic	11,219 40	7,390 30	66,376 20	29 98		7,844 54	4,309 09	10,211 73
Morrissey, Fernie & Michel	2,257 53		2,025 00					
Napierville Junction	521 11	230 72	2,687 79			392 17		
Nelson & Fort Sheppard	1,097 62	454 39	2,949 96	38 35		475 18		
National Transcontinental	55,058 89	76,081 59	156,959 08	1,008 48		20,883 78	29,614 25	54,617 68
New Brunswick Coal & Railway Co			2,352 00			48 09		210 96
New Brunswick & P. E. Island	33 62		2 958 19			242 72		
New Westminster Southern	436 90	507 75	391 83	37 27		13 73		
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York	1,402 92	1,556 77	21,513 03	55 30		2,549 37		2,404 04
Pere Marquette	28,596 01	8,281 66	86,302 90	636 19		6,057 44	7,263 40	25,273 67
Quebec Central	9,229 86	7,346 24	78,478 12	596 38		9,305 85	1,332 85	3,694 25
Quebec, Montreal & Southern	4,509 93	2,236 91	27,005 57	133 62		3,261 81		
Quebec Oriental		340 50	7,159 40			655 03		
Quebec Railway, Light & Power Co	872 00	881 49	5,322 92	172 25		820 00	278 68	858 14
Red Mountain	239 43	89 36	3,319 63	22 90		321 82		
Roberval-Saguenay	1,096 98	437 50	3,807 68	30 77	13 90	1,395 89		47 45
Rutland & Noyan	111 03	46 36	669 96	0 41		60 14	44 46	147 26
St. Lawrence & Adirondack	3,716 02	1,661 75	20,999 48	78 74		3,346 89		
Salisbury & Albert			1,272 00			43 04		
St. John & Quebec	1,683 14	5 75	3,154 68			540 36		
St. Martins			240 00	950 45				
Sydney & Louisburg	2,947 86	6,294 02	21,458 79	20,818 82		2,417 09	6,884 01	52,951 87
Temiscouata	2,429 50	1,704 70	9,896 35	134 01		999 47		
Temiskaming & Northern Ontario	15,814 97	12,856 96	128,111 99	392 81		15,726 12	11,452 92	23,013 85
Thousand Islands	600 00		4,397 36	36 20		750 30		
Toronto, Hamilton & Buffalo	26,141 21	12,392 54	122,596 25	596 74		8,399 06	10,214 04	33,572 11
Vancouver, Victoria & Eastern	5,836 22	2,931 26	59,699 00	296 06		8,142 73	2,333 70	11,453 45
Victoria Terminal Railway & Ferry Co	25 41		231 60			55 13		
Victoria & Sidney, B.C.	402 38		3,629 63			873 05		
Wabash (in Canada)	19,217 66		18,108 78	4,840 17		873 54	1,153 25	3,365 43
York & Carlton								
Totals	2,518,630 63	1,300,160 23	12,548,814 40	70,539 27	41,416 02	1,271,230 61	902,747 36	3,456,414 33

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Transportation Expenses, Rail Line—*Continued.*							
	Yard Switch and Signal Tenders.	Yard Enginemen.	Yard Motormen.	Fuel for Yard Locomotives.	Yard Switching Power Produced.	Yard Switching Power Purchased.	Water for Yard Locomotives.	Lubricants for Yard Locomotives.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	223 43	5,349 71		9,731 96			462 87	143 40
Algoma Eastern		18 68						
Atlantic, Quebec & Western								
Bedlington & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay								
British Yukon		425 50		625 89				16 72
Canada & Gulf Terminal								
Canada Southern	34,425 35	110,998 68	4,652 71	136,004 52	5,610 93		7,151 73	2,111 92
Canadian Govt. Railway (Intercolonial)	15,396 80	164,232 30		293 100 32			8,786 12	3,345 55
" " (P. E. Island)	183 34	6,567 00		4,948 69			256 75	124 18
Canadian Northern System	10,779 19	216,715 42		385,133 39		1,440 87	21,031 07	6,533 62
Canadian Pacific	134,910 95	890,658 86		1,169,760 53			56,330 36	11,587 91
Cape Breton								
Caraquet & Gulf Shore				500 00				
Crow's Nest Southern								
Cumberland								
Central Vermont	396 00						76 52	
Dominion Atlantic		8,449 60		17,896 90			253 60	289 15
Eastern British Columbia								
Edmonton, Dunvegan & British Columbia		3,592 78		10,300 08			264 26	484 30
Elgin & Havelock		883 84						
Essex Terminal								
Esquimalt & Nanaimo		3,318 05		1,537 16			125 99	89 48
Fredericton & Grand Lake Coal & Ry. Co.		635 83		1,414 69				
Grand Trunk	105,972 29	508,385 19		710,372 79			36,558 01	9,827 39
Grand Trunk Pacific	6,966 14	33,640 69		67,004 43			3,495 53	1,542 89
Hereford		430 18		510 25			25 08	3 73
Inverness Railway & Coal Co.								
International of New Brunswick	3 12							
Kent Northern								
Kettle Valley		54 98		520 15				5 90
Maine Central								
Manitoba Great Northern								
Maritime Coal & Railway Power Co.								
Massawippi Valley	8 10							
Midland Railway of Manitoba		2,931 70		9,915 50			264 80	634 48

Moncton & Buctouche								
Montreal & Atlantic	311 10	6,109 36		8,724 79			277 00	133 56
Morrissey, Fernie & Michel		357 35						
Napierville Junction								
Nelson & Fort Sheppard								
National Transcontinental	3,420 18	32,992 67		100,628 02			619 06	818 19
New Brunswick Coal & Railway Co		215 73		466 95				
New Brunswick & P. E. Island	13 87	254 43		249 00				
New Westminster Southern								
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York	271 29	2,068 27		4,192 14			23 75	38 71
Pere Marquette	775 26	22,594 32		33,915 48			1,038 07	448 43
Quebec Central		3,531 30		6,350 33			70 75	190 12
Quebec, Montreal, & Southern								
Quebec Oriental								
Quebec Railway, Light & Power Co	1,348 58	892 00		1,100 66				
Red Mountain								
Roberval-Saguenay	142 11	1 40		5 24			29 97	6 02
Rutland & Noyan	26 91	100 00		116 28			6 23	1 98
St. Lawrence & Adirondack								
Salisbury & Albert								
St. John & Quebec	18 15							5 49
St. Martins								
Sydney & Louisburg	761 80							
Temiscouata								
Temiskaming & Northern Ontario	1,385 51	15,289 26		24,182 01			714 55	340 34
Thousand Islands		21 02						
Toronto, Hamilton & Buffalo	2,975 92	28,353 88		45,378 14			2,431 46	706 15
Vancouver, Victoria & Eastern	360 70	7,624 30		11,271 46			474 94	69 86
Victoria Terminal Railway & Ferry Co								
Victoria & Sidney, B.C								
Wabash (in Canada)		3,122 26		4,234 06			2 43	25 76
York & Carlton								
Totals	321,076 09	2,125,814 54	4,652 71	3,060,091 84	5,610 93	1,440 87	140,770 90	39,525 23

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Transportation Expenses, Rail Line—*Continued.*							
	Other Supplies for Yard Locomotives.	Enginehouse Expenses—Yard.	Yard Supplies and Expenses.	Operating Joint Yards and Terminals Dr.	Operating Joint Yards and Terminals Cr.	Train Enginemen.	Train Motorman.	Fuel for Train Locomotives.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	73 95	2,325 63	49 34			23,180 32		65,174 83
Algoma Eastern						16,728 48		39,891 14
Atlantic, Quebec & Western						6,230 75		26,747 88
Bedlington & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay						6,652 80		8,188 06
British Yukon	5 43					3,630 19		7,417 09
Canada & Gulf Terminal						1,750 22		8,742 22
Canada Southern	1,863 28	28,044 37	7,877 60	412,831 52	15,394 06	328,359 12	27,660 39	671,237 11
Canadian Govt. Railway (Intercolonial)	3,031 88	50,868 02	21,709 99	183,533 88	81,223 60	811,554 87		2,372,470 61
" " (P. E. Island)	75 57	233 31	110 79			32,600 92		57,523 94
Canadian Northern System	4,594 43	65,692 85	4,811 38	295,023 77	27,014 04	1,717,071 96	83,308 21	3,541,563 65
Canadian Pacific	21,291 81	348,885 88	46,020 56	313,814 81	191,115 08	4,931,774 29		10,234,165 33
Cape Breton						2,606 95		3,791 52
Caraquet & Gulf Shore		575 00				2,453 00		14,331 53
Crow's Nest Southern						12,151 08		18,117 01
Cumberland						7,946 87		9,334 98
Central Vermont		304 94		891 56	58 91	20,387 82		46,352 52
Dominion Atlantic	88 35	3,035 15		2,193 42		42,658 46		97,344 74
Eastern British Columbia						2,860 80		3,159 99
Edmonton, Dunvegan & British Columbia	489 38	1,428 34				18,738 02		94,210 20
Elgin & Havelock		310 50						1,744 58
Essex Terminal						3,188 75		5,134 34
Esquimalt & Nanaimo	27 44	654 47		2,190 00		25,808 56		34,300 22
Fredericton & Grand Lake Coal & Ry. Co.						3,169 66		9,394 31
Grand Trunk	13,440 92	114,397 87	18,117 46	123,025 77	594,267 71	1,659,183 12		4,086,561 35
Grand Trunk Pacific	1,891 21	10,509 79	2,492 62	38,983 84		283,783 28		669,950 12
Hereford				282 76		6,745 16		17,783 80
Inverness Railway & Coal Co.								
International of New Brunswick		59 35	10 96	1,668 50		5,920 48		17,892 37
Kent Northern								
Kettle Valley	1 44	24 16		5,697 63	2,370 08	14,445 47		42,052 93
Lotbinière & Megantic						1,286 87		4,215 39
Maine Central						1,377 50		2,863 38
Manitoba Great Northern				550 94		4,369 65		7,905 62
Maritime Coal, Railway & Power Co.						4,393 05		11,454 00
Massawippi Valley				588 60		16,782 76		28,974 86
Midland Railway of Manitoba	160 12	2,480 25	88 08	5,469 13		19,815 65		36,972 51

Moncton & Buctouche						1,894 97		4,324 83
Montreal & Atlantic	171 37	1,755 75	194 88	60,298 40		77,635 68		153,528 80
Morrissey, Fernie & Michel						6,769 85		8,272 59
Napierville Junction						4,215 59		17,326 37
Nelson & Fort Sheppard				4,322 45	413 00	5,193 99		8,063 18
National Transcontinental	659 93	28,671 00	3,115 06	58,451 50	29,983 60	315,824 31		938,592 90
New Brunswick Coal & Railway Co						2,333 39		3,238 21
New Brunswick & P. E. Island		111 17				4,248 57		6,536 01
New Westminster Southern						2,643 10		3,633 02
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York	8 74	221 00		6,388 21	333 25	12,735 23		41,859 42
Père Marquette	593 01	10,514 56	261 85	31,778 49	14,145 32	105,966 82		255,947 78
Quebec Central	17 40	1,599 61		8,196 27		64,228 65		192,478 01
Quebec, Montreal & Southern				487 50	1,013 83	15,961 81		55,296 66
Quebec Oriental						6,602 75		23,451 81
Quebec Railway, Light & Power Co	15 49					3,192 09		8,154 47
Red Mountain						2,071 45		3,457 47
Roberval-Saguenay	8 87	1,299 72	221 41			4,440 58	2,983 94	18,945 86
Rutland & Noyan	1 47	23 97	2 54	92 23	138 85	669 39		1,211 08
St. Lawrence & Adirondack				75,627 04	240 00	25,663 94		82,590 39
Salisbury & Albert						2,376 60		6,682 59
St. John & Quebec		12 27	4 44	1,874 00		6,055 00		15,213 46
St. Martin's						903 01		2,720 50
Sydney & Louisburg						55,320 45		71,205 35
Temiscouata						10,288 00		34,487 16
Temiskaming & Northern Ontario	245 37	4,570 06	758 44	1,281 61	49,862 30	103,524 76		274,872 05
Thousand Islands						2,895 15		5,591 90
Toronto, Hamilton & Buffalo	244 02	5,554 52	1,005 48	4,639 63	101,285 37	43,365 03		95,246 70
Vancouver, Victoria & Eastern	51 00	1,854 35	114 75	7,646 13	1,562 09	41,304 51		71,443 62
Victoria Terminal Railway & Ferry Co						120 77	92 18	269 62
Victoria & Sidney, B.C.						1,892 34	1,444 14	4,224 00
Wabash (in Canada)	9 20	97 83	75 13	373,745 78	61 55	143,567 76		194,637 57
York & Carlton								627 10
Totals	49,062 14	686,115 69	107,042 76	2,021,575 37	1,110,482 64	11,114,544 42	115,488 86	24,901,094 61

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Transportation Expenses, Rail Line—*Continued.*							
	Train Power produced.	Train Power purchased.	Water for Train Locomotives.	Lubricants for Train Locomotives.	Other Supplies for Train Locomotives.	Enginehouse Expenses—Train.	Trainmen.	Train Supplies and Expenses.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay			3,698 16	1,202 39	534 34	9,486 75	24,089 65	5,164 04
Algoma Eastern			1,002 19	602 70	299 28	10,060 69	20,064 55	2,699 01
Atlantic, Quebec & Western			1,499 55	1,094 94	208 51	3,508 47	6,372 00	1,119 88
Bedlington & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay			781 57	40 07	144 35	1,649 64	6,401 56	2,078 11
British Yukon			427 72	152 77	46 76	1,972 32	3,947 15	914 48
Canada & Gulf Terminal			259 10		669 24	267 04	2,110 76	692 45
Canada Southern	29,143 38		22,011 29	7,929 20	5,707 53	76,176 07	355,436 69	73,512 84
Canadian Government Railway (Intercolonial			68,187 55	30 906 73	23,811 22	325,290 23	1,030,736 63	237,967 19
" " (P.E. Island)			2,251 75	1,475 83	982 52	9,993 14	49,364 38	10,400 72
Canadian Northern System	8,259 08	36,129 27	262,004 75	63,148 36	33,739 00	534,718 01	1,735,824 92	510,103 34
Canadian Pacific			521,830 76	137,986 62	121,071 04	1,288,694 71	5,017,864 57	1,877,853 33
Cape Breton				198 00				73 85
Caraquet & Gulf Shore				749 17	891 00		5,837 92	250 00
Crow's Nest Southern			1,361 71	121 26	178 43	2,129 80	13,211 13	3,052 57
Cumberland			201 00	675 20	63 95	2,222 21		129 01
Central Vermont			2,186 89	460 55	442 21	2,565 40	19,166 83	7,067 43
Dominion Atlantic			1,983 94	1,481 37	583 10	19,842 46	51,870 21	14,606 99
Eastern British Columbia			3 83	228 81	123 92	1,009 13	3,226 85	72 32
Edmonton, Dunvegan & British Columbia			8,279 08	1,025 34	974 60	6,989 86	17,056 14	7,071 40
Elgin & Havelock				54 83	72 09		1,109 49	20 65
Essex Terminal			83 50	62 94		1,086 30	3,484 84	
Esquimalt & Nanaimo			1,500 96	727 35	426 18	9,261 73	28,908 39	5,305 24
Fredericton & Grand Lake Coal & Ry. Co.			96 11	232 89	33 79	492 53	3,372 03	237 06
Grand Trunk			172,097 75	43,761 98	58,948 14	370,090 53	1,870,924 88	552,341 07
Grand Trunk Pacific			76,362 71	15,126 23	6,988 71	96,793 16	295,090 88	131,731 74
Hereford			761 67	189 40	165 61	2,869 86	7,279 11	1,756 84
Inverness Railway & Coal Co								
International of New Brunswick			138 18	306 01	40 65	2,157 14	8,270 08	973 82
Kent Northern								
Kettle Valley			1,682 40	1,697 49	1,245 28	5,408 89	29,069 87	3,079 76
Lotbiniere & Megantic				204 20		562 19	1,988 80	321 10
Maine Central			124 19	23 73	24 46	1,844 51	1,556 34	412 34
Manitoba Great Northern			292 64	40 50	72 03	886 00	5,220 36	1,372 99
Maritime Coal, Railway & Power Co			400 43	370 52	438 71	799 47	3,686 60	214 77
Massawippi Valley			1,180 02	360 71	526 84	6,213 60	17,898 29	4,568 66
Midland Railway of Manitoba			2,974 94	616 32	482 86	7,388 95	17,160 11	6,779 79

Moncton & Buctouche			5 00	157 92		504 00	2,396 15	202 23
Montreal & Atlantic			2,956 58	1,663 99	2,068 92	18,941 98	71,923 86	11,042 36
Morrissey, Fernie & Michel			241 75		1,358 06	1,019 06	10,341 14	
Napierville Junction			766 86	119 63	52 11	2,216 87	5,044 72	230 21
Nelson & Fort Sheppard			321 05	49 35	77 83	1,257 36	4,953 50	1,935 45
National Transcontinental			53,858 00	12,874 86	9,940 40	182,554 74	369,521 37	72,322 91
New Brunswick Coal & Railway Co			424 53	147 85	37 18	300 39	2,642 09	65 13
New Brunswick & P. E. Island			699 27	21 85	62 79	2,658 96	5,349 43	51 81
New Westminster Southern			2 39	7 89	35 11		3,184 85	924 92
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York			2,217 53	574 19	328 03	6,711 97	15,371 36	3,116 09
Pére Marquette			7,555 36	3,095 16	2,998 44	15,291 58	122,990 61	17,325 00
Quebec Central			570 71	3,139 35	330 57	12,091 08	63,180 75	14,338 49
Quebec, Montreal & Southern			4,140 03	1,029 59	470 59	8,472 79	15,124 04	7,761 79
Quebec Oriental			33 50	945 62	235 40	3,312 28	6,992 65	1,113 26
Quebec Railway, Light & Power Co			96 91	191 59	315 60	333 58	5,569 37	1,703 11
Red Mountain			172 39	16 28	12 39	411 95	2,684 57	443 53
Roberval-Saguenay		4,552 00	1,248 79	879 15	58 27	542 04	5,379 05	621 03
Rutland & Noyan			38 71	27 64	13 97	207 29	735 56	142 40
St. Lawrence & Adirondack			1,357 18	816 30	466 09	11,283 66	33,441 92	4,175 78
Salisbury & Albert			125 08	117 85		439 20	1,871 90	44 99
St. John & Quebec			503 60	218 44	59 93	2,128 68	7,923 89	1,285 08
St. Martins				38 50	37 60	322 50	2,327 36	
Sydney & Louisburg			3,991 16	5,662 58	3,831 92	13,288 41		1,192 80
Temiscouata			1,112 62	438 83	172 00		10,926 48	2,155 70
Temiskaming & Northern Ontario			17,867 21	3,769 56	1,923 08	35,802 95	114,451 24	24,113 01
Thousand Islands			19 15	252 08	9 64	85 15	1,384 56	190 72
Toronto, Hamilton & Buffalo			8,655 08	1,240 14	538 59	21,684 23	45,083 59	25,093 81
Vancouver, Victoria & Eastern			2,357 75	464 77	551 87	7,737 53	42,303 25	12,654 15
Victoria Terminal Railway & Ferry Co			4 11	18 05	0 77	26 09	198 58	18 33
Victoria & Sidney, B.C.			65 19	284 47	12 03	413 78	3,111 01	288 66
Wabash (in Canada)			16,277 69	3,179 57	3,819 20	33,994 12	146,383 59	53,206 67
York & Carlton, B.C.				31 05			600 00	
Totals	37,402 46	40,681 27	1,283,306 52	354,728 51	289,754 73	3,186,465 01	11,780,994 45	3,721,734 21

TABLE S.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Transportation Expenses, Rail Line—*Continued.*							
	Operating Sleeping Cars.	Signal and Interlocking Operation.	Crossing Protection.	Drawbridge Operation.	Telegraph and Telephone Operation.	Operating Floating Equipment.	Express Service.	Stationery and Printing.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay		955 02						1,536 90
Algoma Eastern		295 30		940 40				1,203 47
Atlantic, Quebec & Western								323 10
Bedlington & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay		3,553 19	13 50		119 53			228 55
British Yukon					918 07			52 60
Canada & Gulf Terminal								283 27
Canada Southern		59,468 81	9,252 36	2,848 87	21,087 48			38,396 75
Canadian Govt. Railway (Intercolonial)	76,130 24	3,776 93	17,941 02	2,955 51	10,936 52	71,956 27		82,459 45
" " (P. E. Island)		64 62	635 92	700 60	280 45	1,168 94		61,95 21
Canadian Northern System	83,682 01	91,624 22	26,886 34	6,431 52	10,229 49	15 36	13,867 46	112,019 15
Canadian Pacific	972,133 86	110,153 93	45,810 37	16,472 88	167,671 03	2,022 76		278,166 40
Cape Breton						709 15		
Caraquet & Gulf Shore					882 27			100 59
Crow's Nest Southern					27 57			336 63
Cumberland					19 92			733 44
Central Vermont		277 86		1,358 41	664 46			1,927 16
Dominion Atlantic		193 42	1,183 50	1,686 50				5,181 30
Eastern British Columbia					3 06			164 48
Edmonton, Dunvegan & British Columbia	1,238 03	2,084 74			158 68			1,460 70
Elgin & Havelock							3 00	
Essex Terminal		1,664 39			35 80			44 90
Esquimalt & Nanaimo		490 35	518 52	2,149 70	111 59			3,665 99
Fredericton & Grand Lake Coal & Ry. Co.								143 27
Grand Trunk		20,381 73	90,332 96	23,978 24	46,738 30	169,913 13		136,452 93
Grand Trunk Pacific	36,847 34	12,542 22	557 50	30 46	42,659 28	1,583 33	66,925 77	22,581 32
Hereford		595 73						401 05
Inverness Railway & Coal Co.								
International of New Brunswick					1 60			401 80
Kent Northern								
Kettle Valley								1,596 64
Lotbinière & Megantic								91 10
Maine Central								95 55
Manitoba Great Northern		4,986 98			200 36			166 16
Maritime Coal, Railway & Power Co.					192 84			161 88
Massawippi Valley			1 40		9 14			177 23
Midland Railway of Manitoba	1,972 06				1,374 66			1,318 25

Moncton & Buctouche								
Montreal & Atlantic		2,043 83	434 92					4,610 07
Morrissey, Fernie & Michel		3,693 20						
Napierville Junction		1,019 60			26 48			370 70
Nelson & Fort Sheppard					2,538 37			208 84
National Transcontinental	3,282 96	3,468 30	82 19	3,099 94	6,834 32	45,831 95		32,513 25
New Brunswick Coal & Railway Co								8 00
New Brunswick & P. E. Island				47 00	19 26			387 35
New Westminster Southern								101 01
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York		4,938 68		841 04				2,007 16
Père Marquette		4,504 15	1,283 74	562 50	5,247 53	26,580 51		5,657 18
Quebec Central					3,931 80			3,418 42
Quebec, Montreal & Southern		4,342 15		489 56	360 07			2,380 12
Quebec Oriental								290 00
Quebec Railway, Light & Power Co				152 03			43 91	833 26
Red Mountain					8 15			60 36
Roberval Saguenay		16 75	4 73		95 23		58 51	636 53
Rutland & Noyan		0 16	11 05	16 00	7 42			43 24
St. Lawrence & Adirondack		110 23			65 22			1,451 96
Salisbury & Albert								129 30
St. John & Quebec								994 54
St. Martins					55 37			
Sydney & Louisburg			515 00		562 90			2,450 69
Temiscouata								969 77
Temiskaming & Northern Ontario								9,848 76
Thousand Islands							342 00	90 10
Toronto, Hamilton & Buffalo		13,592 54	10,903 12		1,235 75			9,797 63
Vancouver, Victoria & Eastern	1,091 14	5,204 13	1,764 63	1,884 92	438 62	8,750 61		1,145 28
Victoria Terminal Railway & Ferry Co.			12 96					
Victoria & Sidney, B. C.			203 10					
Wabash (on Canada)		132 71			1,899 64			4,740 37
York & Carlton								12 25
Totals	1,176,380 64	356,175 87	208,348 83	66,446 08	327,646 23	328,532 01	81,240 65	783,223 36

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Transportation Expenses, Rail Line—*Continued.*							
	Other Expenses.	Operating Joint Tracks, and facilities—Dr.	Operating Joint Tracks and facilities—Cr.	Insurance.	Clearing Wrecks.	Damage to Property.	Damage to Live Stock on Right-of-Way	Loss and Damage—Freight.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	9,358 84	950 00		1,015 29	7,761 41	227 68		84 53
Algoma Eastern	1,200 00	2,154 96		930 59	2,693 03	0 46	109 66	185 36
Atlantic, Quebec & Western						10 00		94 24
Bedlington & Nelson								
Brandon, Saskatchewan & Hudson Bay	94 77				351 06	51 46	835 70	80 38
British Yukon	902 87				47 19			39 77
Canada & Gulf Terminal		1,254 75						36 58
Canada Southern	5,391 10	17,317 27	19,320 03	551 51	5,038 98	3,321 98	2,579 08	125,132 31
Canadian Government Rys. (Intercolonial)	619 35	16,102 97		1,124 20	30,027 76	13,094 66	6,551 82	99,569 12
" " (P. E. Island)				70 98	313 55	531 18	52 50	641 40
Canadian Northern System	6,104 27	13,107 34	2,344 24	7,801 31	105,289 99	30,448 71	23,883 90	143,541 86
Canadian Pacific	55,768 87	82,656 99	15,841 64		106,162 59	77,195 83	27,400 15	598,516 31
Cape Breton						154 36		1 62
Caraquet & Gulf Shore	5,452 25					115 00		321 11
Crow's Nest Southern	242 60				498 73	70 64	27 24	172 41
Cumberland	1,944 51				31 71			44 43
Central Vermont	30 15	37 84		68 00	643 75	30 50	193 91	828 47
Dominion Atlantic	370 47				1,638 74	4,019 81	50 46	1,955 57
Eastern British Columbia					274 31			4 85
Edmonton, Dunvegan & British Columbia	371 32				5,180 98	36 56	592 00	294 40
Elgin & Havelock	157 38	160 82				52 45	50 00	
Essex Terminal								31 20
Esquimalt & Nanaimo	272 59				197 69	157 90	117 00	768 82
Fredericton & Grand Lake Coal & Ry. Co.	5,648 06				202 05			36 28
Grand Trunk	51,956 32	21,810 88	104,751 49	34,223 36	51,112 03	25,490 97	12,995 37	284,062 31
Grand Trunk Pacific	1,281 76	15,907 96	470 80	3,596 58	10,180 27	1,251 59	853 74	13,878 74
Hereford	150 80				796 93	1 18	1 17	571 97
Inverness Railway & Coal Co								
International of New Brunswick				16,94	1,467 02	16 90	21 50	81 65
Kent Northern								
Kettle Valley	597 80			12 00	2,251 28		448 98	251 79
Lotbinière & Megantic	3 00	10 00	600 00					127 95
Maine Central	29 69							145 44
Manitoba Great Northern	67 22				327 81	132 50	89 74	184 59
Maritime Coal, Railway & Power Co.					35 00			12 23
Massawippi Valley	81 16	1,216 64		63 60	18 83	75 50	115 00	51 45

Midland Railway of Manitoba	690 60	12,283 73			50 62	599 55	269 00	1,407 46
Moncton & Buctouche		2,522 59				61 91		55 10
Montreal & Atlantic	26 97	695 52			556 69	169 36	160 53	5,784 74
Morrissey, Fernie & Michel	1,454 72				4,395 19			123 24
Napierville Junction	17 26				405 02	75 44		395 97
Nelson & Fort Sheppard	101 32				183 20	2 43	518 77	75 25
National Transcontinental	2 70	1,528 83		1,406 31	22,694 77	780 68	1,321 99	14,328 48
New Brunswick Coal & Railway Co	329 52				2 62			2 14
New Brunswick & P. E. Island				0 30	13 54		136 70	154 70
New Westminster Southern	9 46	443 19			0 56	4 42	65 60	12 06
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York	112 48	3,207 51		127 54	1,084 92	1 68	303 50	6,892 83
Père Marquette	285 13	25,158 11	457 67	1,536 98	2,580 53	2,023 15	1,559 46	28,978 96
Quebec Central	2,521 75	16,215 70		3,060 00	1,732 12	732 80	832 25	2,040 40
Quebec, Montreal & Southern	200 27	200 00	3,126 00		312 89	185 50	300 00	1,602 37
Quebec Oriental						68 00	291 00	359 71
Quebec Railway, Light & Power Co	1 06				52 16	6 61		98 01
Red Mountain	42 63				30 38	79 82	165 02	45 60
Roberval Saguenay	304 12				43 75	39 95		64 02
Rutland & Noyan	2 11	36 08	3 81		11 05	2 53	2 76	73 32
St. Lawrence & Adirondack	19 66	6,877 19		158 51	496 19	27 53	592 70	694 55
Salisbury & Albert	31 13				51 00		118 50	33 19
St. John & Quebec		224 94		28 66	1,077 17	33 87	276 25	42 82
St. Martins								
Sydney & Louisburg	17,743 36				1,523 73		275 00	126 12
Temiscouata					139 05		4 00	153 58
Temiskaming & Northern Ontario	1,831 95		835 97	3,557 55	2,497 16	210 05	480 90	2,043 09
Thousand Islands	23 47						90 00	8 53
Toronto, Hamilton & Buffalo	99 45	813 99	6 48	153 39	1,541 47	147 94	354 90	5,546 09
Vancouver, Victoria & Eastern	1,000 34	3,306 81	3,811 68		529 97	1,107 98	1,208 16	4,773 60
Victoria Terminal Railway & Ferry Co	0 04				0 41			4 54
Victoria & Sidney, B.C.	0 53				6 46			74 54
Wabash (in Canada)	1,902 59	103,410 53	54 08	1,727 26	4,912 94	1,644 53	1,216 24	63,211 53
York & Carlton								
Totals	176,854 80	349,613 05	151,923 89	62,130 86	379,768 25	164,378 55	87,630 15	1,410,866 82

TABLE 8.—Summary Operating of Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Transportation Expenses—*Concluded.*			Transportation—Water Line.			Miscellaneous Operations.		
	Loss and Damage—Baggage.	Injuries to Persons.	Total Transportation Expenses, Rail Line.	Operation of Vessels.	Operation of Terminals.	Total Transportation—Water Line.	Dining and Buffet Service.	Hotels and Restaurants	Grain Elevators.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	6 00	845 80	230,609 97						
Algoma Eastern		324 22	127,556 31						
Atlantic, Quebec & Western		10 00	54,849 95						
Bedlington & Nelson (not operating).									
Brandon, Saskatchewan & Hudson Bay	41 76	395 87	43,219 14						
British Yukon		1 36	39,928 99						
Canada & Gulf Terminal			21,670 80						
Canada Southern	348 21	25,152 25	3,222,073 89				103,070 86	19,466 79	
Canadian Govt. Railway (Intercolonial)	722 60	10,267 04	7,634,909 28	71,125 82		71,125 82	188,578 83	13,153 88	8,518 07
" " (P. E. Island)		23 95	285,959 72	24,650 93	10,833 30	35,484 23			
Canadian Northern System	10,325 96	105,293 11	13,155,588 98	78,214 08		78,214 08	205,709 70	172,877 99	
Canadian Pacific	Cr. 598 97	285,192 53	39,667,973 24				1,501,170 95	338,229 78	237,819 13
Cape Breton			10,847 27						
Caraquet & Gulf Shore			38,345 88						
Crow's Nest Southern	Cr. 6 16	1,069 04	62,362 12						
Cumberland		88 00	41,659 14						
Central Vermont	0 78	26 20	131 875 16				79 66		
Dominion Atlantic	70 95	372 56	357,517 80						
Eastern British Columbia		1 50	15,139 59						
Edmonton Dunvegan & British Columbia			266,650 23						
Elgin & Havelock			4,977 18						
Essex Terminal		1,530 11	21,184 82						
Esquimalt & Nanaimo		9 00	186,930 69						
Fredericton & Grand Lake Coal & Ry. Co			28,100 24						
Grand Trunk	4,024 24	172,157 25	15,363,499 48				258,148 71		3,148 87
Grand Trunk Pacific	Cr. 636 04	9,028 72	2,453,277 34				135,114 70		
Hereford		0 10	49,351 59						
Inverness Railway & Coal Co.									
International of New Brunswick			44,862 83						
Kent Northern									
Kettle Valley		55 65	123,965 52						
Lotbinière & Megantic			9,761 80						
Maine Central			8,863 02						
Manitoba Great Northern	Cr. 2 05	43 10	34,433 89						
Maritime Coal, Railway & Power Co.			24,840 04						
Massawippi Valley	24 63	27 54	111,445 59						
Midland Railway of Manitoba	Cr. 1 54	1,304 33	183,611 78				11,174 85		

Moncton & Buctouche			14,597 59							
Montreal & Atlantic		2,582 47	542,184 72							
Morrissey, Fernie & Michel			42,308 68							
Napierville Junction		462 00	36,576 62							
Nelson & Fort Sheppard	Cr. 6 14	115 60	34,514 30							
National Transcontinental	145 40	1,577 79	2,688,005 01							
New Brunswick Railway & Coal Co			12,824 78							
New Brunswick & P. E. Island			24,250 54							
New Westminster Southern		3 78	12,458 84							
Northern New Brunswick & Seaboard										
North Shore										
Ottawa & New York	13 00	859 31	145,463 76							
Père Marquette	42 87	10,382 02	897,281 32							
Quebec Central	3 50	12,079 05	527,764 73					12,045 73		
Quebec, Montreal & Southern	19 00	264,76	152,109 50							
Quebec Oriental		153 10	52,017 01							
Quebec Railway, Light & Power Co		0 73	33,309 70							
Red Mountain		2 96	13,698 09							
Roberval-Saguenay	1 80		49,461 01							
Rutland & Noyan	0 74	50 89	4,611 99							
St. Lawrence & Adirondack	23 58	638 47	276,140 97							
Salisbury & Albert		32 00	13,368 37							
St. John & Quebec			43,364 61							
St. Martins			7,593 29							
Sydney & Louisburg		505 40	292,729 13							
Temiscouata			76,011 22							
Temiskaming & Northern Ontario	186 45	1,831 27	804,249 54					11,274 90		
Thousand Islands			16,787 33							
Toronto, Hamilton & Buffalo	32 14	3,352 35	492,387 23					15,986 76		
Vancouver, Victoria & Eastern	Cr. 15 25	4,180 87	329,978 46					3,074 16		
Victoria Terminal Railway & Ferry Co			1,078 59							
Victoria & Sidney, B. C.			16,925 31							
Wabash (in Canada)	39 01	19,804 16	1,228,463 33					10,584 26		
York & Carlton			2,302 40							
Totals	14,806 47	672,098 21	92,882,661 24	173,990 83	10,833 30	184,824 13	2,460,275 30	543,857 69	249,486 07	

TABLE S.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Miscellaneous Operations—*Concluded*				General Expenses.			
	Stock yards.	Producing Power sold.	Other Miscellaneous Operations.	Total Miscellaneous Operations.	Salaries and Expenses of General Officers.	Salaries and Expenses of Clerks and Attendants.	General Office supplies and Expenses.	Law Expenses.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay					21,100 12	5,673 20	1,286 20	16,357 97
Algoma Eastern					4,110 93	2,374 84	2,332 81	2,098 28
Atlantic, Quebec & Western					10,095 66	2,038 75	47 05	20 00
Bedlington & Nelson (not operating).								
Brandon, Saskatchewan & Hudson Bay					461 54	1,242 45	108 63	1,333 62
British Yukon					9,488 48	4,357 79	709 34	413 13
Canada & Gulf Terminal					1,812 60		3,389 97	141 13
Canada Southern				122,537 65	42,066 69	129,892 07	6,978 16	57,231 55
Ganadian Govt. Railway (Intercolonial)				210,250 78	29,788 52	120,392 96	5,118 10	17,275 54
" " (P. E. Island)					3,755 43	6,191 45	40 25	640 57
Canadian Northern System	Cr. 80 44	69 05	1,070 18	379,646 48	144,454 78	358,628 06	52,351 87	103,928 97
Canadian Pacific				2,077,219 86	351,784 64	749,794 61	107,605 60	252,887 01
Cape Breton					2,591 07			
Caraquet & Gulf Shore					3,260 35	1,248 00	140 00	
Crow's Nest Southern					781 23	2,009 66	161 04	2,693 82
Cumberland					540 00	958 36	844 68	
Central Vermont				79 66	1,686 24	4,243 41	151 83	729 39
Dominion Atlantic					10,663 03	13,960 11	1,089 20	2,035 48
Eastern British Columbia					764 19	581 86	30 00	
Edmonton, Dunvegan & British Columbia					10,083 60	4,230 64	1,176 46	31 00
Elgin & Havelock					150 00		7 90	
Essex Terminal					526 37	120 00	364 68	1,193 62
Esquimalt & Nanaimo					1,202 41	729 47	112 54	560 25
Fredericton & Grand Lake Coal & Ry. Co.					1,229 86	1,831 52	110 04	
Grand Trunk				261,297 58	163,966 70	448,215 47	44,236 71	95,272 80
Grand Trunk Pacific	19 69			135,134 39	57,987 63	102,162 67	11,801 24	29,669 09
Hereford					730 04	1,562 98	93 00	452 20
Inverness Railway & Coal Co.								
International of New Brunswick					331 32	1,460 71	8 09	31 41
Kent Northern								
Kettle Valley					956 05	4,921 26	1,270 67	
Lotbiniére & Megantic					1,500 00	1,396 60	199 41	
Maine Central					170 97	362 15	22 94	107 58
Manitoba Great Northern					357 03	993 15	94 05	1,514 54
Maritime Coal, Railway & Power Co.					1,320 00	600 00		
Massawippi Valley					1,266 05	6,992 17	46 65	1,613 99
Midland Railway of Manitoba				11,174 85	1,737 63	5,158 66	387 71	3,208 13

Moncton & Buctouche					2,785 10		1,047 34	
Montreal & Atlantic						28,235 30		1,454 10
Morrissey, Fernis & Michel					5,144 96	982 50	377 34	
Napierville Junction					147 58	898 46	0 88	130 50
Nelson & Fort Sheppard					524 54	1,232 15	111 85	1,983 78
National Transcontinental				4,390 48	8,927 09	45,994 07	1,557 29	6,662 76
New Brunswick Coal & Railway Co					1,233 90	934 55	24 65	
New Brunswick & P. E. Island					97 17	237 00		
New Westminster Southern					470 68	623 87	46 62	807 30
Northern New Brunswick & Seaboard								
North Shore								
Ottawa & New York					1,930 17	3,690 29	1,168 28	1,690 21
Père Marquette					8,457 57	48,246 06	2,373 13	9,021 50
Quebec Central				12,045 73	16,070 78	15,419 63	6,452 20	156 00
Quebec, Montreal & Southern					1,357 48	7,983 58	38 46	4,168 72
Quebec Oriental					11,019 12	2,095 15	141 13	
Quebec Railway, Light & Power Co					791 04	3,009 84	273 03	35 26
Red Mountain					159 37	380 16	22 50	368 80
Roberval-Saguenay					3,750 68	1,919 75	1,475 66	893 29
Rutland & Noyan					74 13	325 49	42 93	62 91
St. Lawrence & Adirondack					2,841 92	3,775 03	3,525 37	1,359 82
Salisbury & Albert					1,351 10		33 90	129 00
St. John & Quebec						854 27	2,521 51	
St. Martins					360 00	360 00		40 00
Sydney & Louisburg					1,800 00	5,343 05	14,166 22	0 10
Temiscouata					6,648 06	2,804 42	491 03	350 20
Temiskaming & Northern Ontario			24,890 88	36,165 78	21,916 73	33,530 49	5,745 55	5,287 29
Thousand Islands					1,645 57	572 08	567 30	8 08
Toronto, Hamilton & Buffalo				15,986 76	24,603 77	17,288 91	3,229 83	6,483 13
Vancouver, Victoria & Eastern				3,074 16	2,755 28	6,789 95	554 93	8,558 86
Victoria Terminal Railway & Ferry Co					19 80	96 49	22 71	
Victoria & Sidney, B.C.					310 20	1,470 26	355 78	
Wabash (in Canada)				10,584 26	10,622 19	45,868 10	6,158 91	19,059 12
York & Carlton								
Totals	Cr. 60 75	69 05	25,961 06	3,279,588 42	1,020,537 14	2,265,285 93	294,843 15	660,151 80

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Continued.*

Name of Railway.	General Expenses—*Concluded.*								Transportation for Investment Cr.
	Insurance.	Relief Department Expenses.	Pensions.	Stationery and Printing.	Other Expenses.	General Joint Facilities—Dr.	General Joint Facilities—Cr.	Total General Expenses.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	743 27	85 75		1,683 78	6,746 19			53,676 48	
Algoma Eastern	199 41	23 20		564 88	3,585 93	55 00		15,345 28	81,118 75
Atlantic, Quebec & Western	596 19			250 00	110 33			13,157 98	
Bedlington & Nelson	(not operating).								
Brandon, Saskatchewan & Hudson Bay	493 57		2 70	93 42	290 62			4,026 55	
British Yukon	1,849 27			225 05	1,069 33			18,112 39	
Canada & Gulf Terminal	1,963 34			25 00				7,332 04	
Canada Southern	127 87		12,372 01	18,725 11	12,886 04	7 35		280,286 85	
Canadian Govt. Railway (Intercolonial)	144 85	8,840 49	96,954 90	23,357 95	9,857 73			311,731 04	
" " (P. E. Island)	5 54	517 29	4,797 80	464 58	184 45			16,597 36	
Canadian Northern System	319,467 30			41,875 75	58,558 63	8,656 28		1,087,921 64	
Canadian Pacific	443,610 75			89,035 01	331,304 68	165 94		2,326,188 24	
Cape Breton	402 66			204 65	27 00			3,225 38	
Caraquet & Gulf Shore	655 50			332 00	1,677 87			7,313 72	
Crow's Nest Southern	776 20		3 60	139 06	Cr. 128 97			6,435 64	
Cumberland	384 46	381 00			147 38			3,255 88	
Central Vermont	10 80			699 41	264 63			7,785 71	
Dominion Atlantic	3,085 17		5,872 96	2,366 01	Cr. 475 32			38,596 64	
Eastern British Columbia	251 69			15 75				1,643 49	
Edmonton, Dunvegan & British Columbia	174 60			262 86	179 22	23 00		16,161 38	
Elgin & Havelock	43 50			79 88	117 75			399 03	
Essex Terminal	152 50			218 63	8,839 71			11,415 51	
Esquimalt & Nanaimo	6,687 80			119 25	205 03			9,616 75	
Fredericton & Grand Lake Coal & Ry. Co	29 40			180 39	67 05			3,448 26	
Grand Trunk	1,791 62	11,860 47	103,956 20	38,129 60	586,736 17	2,813 75	1,107 21	1,495,872 28	
Grand Trunk Pacific	11,304 27			9,248 94	109,138 22	652 68	10 81	331,953 93	
Hereford	2 88		294 94	145 61	353 71			3,635 36	
Inverness Railway & Coal Co									
International of New Brunswick	1 05	13 80	585 67	153 07	31 63			2,616 75	
Kent Northern									
Kettle Valley				1,202 94	550 92			8,901 84	
Lotbinière & Megantic	968 45			61 53	1,238 70			5,364 69	
Maine Central				30 77	92 92			787 33	
Manitoba Great Northern	485 84		2 07	74 70	187 78			3,709 16	
Maritime Coal, Railway & Power Co	222 33				24 00			2,166 33	
Massawippi Valley					91 90			10,010 76	
Midland Railway of Manitoba	1,290 68		66 56	525 33	797 03			13,171 73	

Moncton & Buctouche				582 02				4,414 46	
Montreal & Atlantic	1,996 57			250 80				31,936 77	
Morrissey, Fernie & Michel	1,195 18	1,731 23				11,764 80		21,196 01	
Napierville Junction	37 50			113 36	515 86			1,844 14	
Nelson & Port Stanley	268 61		2 52	85 27	257 41			4,466 13	
National Transcontinental	7,769 68	626 97	2,282 75	3,445 29	8,139 26			85,405 16	
New Brunswick Coal & Railway Co				70 03	170 79			2,433 92	
New Brunswick & P. E. Island			169 41	85 71	1 80			591 09	
New Westminster Southern	97 86		1 08	44 18	149 75			2,241 34	
Northern New Brunswick & Seaboard									
North Shore									
Ottawa & New York	6 62		17 76	328 01	179 22			9,010 56	
Père Marquette	238 16			2,912 78	5,235 16		2 51	76,481 85	231 40
Quebec Central	504 00		2,770 00	1,047 75	5,650 90			48,071 26	
Quebec, Montreal & Southern	2,815 94			541 69	750 07			17,655 94	
Quebec Oriental	316 32			255 00	471 32			14,298 04	
Quebec Railway, Light & Power Co	943 61			329 65	2,552 27			7,934 70	
Red Mountain	171 98		0 63	26 47	58 70			1,188 61	
Roberval-Saguenay	1,785 24			209 36	1,000 99			11,034 97	
Rutland & Noyan	94 46		32 32	29 23	43 18			704 65	
St. Lawrence & Adirondack			51 88	701 62	222 37			12,478 01	
Salisbury & Albert	54 50				1,452 13			3,020 63	
St. John & Quebec			483 85	26 50	5 95			3,892 08	
St. Martins	33 75			66 60	204 66			1,065 01	
Sydney & Louisburg	1,725 79	1,799 50			824 92			25,659 58	
Temiscouata	1,328 84			588 13	3,181 99	540 00		15,932 67	
Temiskaming & Nrothern Ontario	318 48		6,255 13	3,388 87	957 89		88 50	77,311 93	1,983 23
Thousand Islands	589 41			66 88	20 00			3,469 32	
Toronto, Hamilton & Buffalo	Cr. 27 51			2,012 70	4,099 23			57,690 06	
Vancouver, Victoria & Eastern	6,440 17		12 68	467,35	688 10		222 29	26,045 03	
Victoria Terminal Railway & Ferry Co	30 99			17 93				187 92	
Victoria & Sidney, B.C.	485 61			282 24				2,904 09	
Wabash (in Canada)	Cr. 51 89		266 69	3,396 08	2,781 90	1,043 76		89,144 86	
York & Carlton									
Totals	827,092 63	25,879 70	237,256 11	251,862 41	1,174,374 08	25,772 56	1,431 32	6,781,574 19	10,333 38

TABLE 8.—Summary of Operating Expenses for the Year ending June 30, 1916—*Concluded.*

Name of Railway.	Recapitulation of Expenses.								
	Maintenance of Way and Structures.	Maintenance of Equipment.	Traffic.	Transportation—Rail Line.	Transportation—Water Line.	Miscellaneous Operations.	General Expenses.	Transportation for Investment, Cr.	Total Operating Expenses.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Algoma Central & Hudson Bay	190,924 36	95,448 38	4,170 20	230,609 97			53,676 48		574,829 39
Algoma Eastern	52,124 82	56,313 56	4,599 35	127,556 31			15,345 28	8,118 75	247,820 57
Atlantic, Quebec & Western	32,590 89	19,313 91		54,849 95			13,157 98		119,912 73
Bedlington & Nelson									
Brandon, Saskatchewan & Hudson B.	69,781 13	8,909 31	2,965 54	43,219 14			4,026 55		128,901 67
British Yukon	30,519 74	9,175 88	6,395 74	39,928 99			18,112 39		104,132 74
Canada & Gulf Terminal	7,819 60	2,345 56	1,008 93	21,670 80			7,332 04		40,176 93
Canada Southern	1,244,547 17	1,287,770 38	257,956 42	3,222,073 89		122,537 65	280,286 85		6,415,172 36
Canadian Govt. Rys. (Intercolonial)	2,429 871 56	2,411,272 10	254,022 58	7,634,909 28	71,125 82	210,250 78	311,731 04		13,323,183 16
" " (P. E. Island)	149,564 17	77,171 39	10,738 12	285,959 72	35,484 23		16,597 36		575,514 99
Canadian Northern System	5,899 540 27	4,090,198 88	553,075 79	13,155,588 98	78,214 08	379,646 48	1,087,921 64		25,244,186 12
Canadian Pacific	14,671,791 20	16,695,955 87	2,798,699 40	39,667,973 24		2,077,219 86	2,326,188 24		78,237,827 81
Cape Breton	6,334 29	1,505 52	58 50	10,847 27			3,225 38		21,970 96
Caraquet & Gulf Shore	20,756 34	7,972 93	1,105 18	38,345 88			7,313 72		75,494 05
Crow's Nest Southern	71,476 92	24,851 74	3,994 19	62,362 12			6,435 64		169,120 61
Cumberland	22,539 65	8,787 00	15,49	41,659 14			3,255 88		76,257 16
Central Vermont	84,802 62	25,130 58	6,095 90	131,875 16		79 66	7,785 71		255,769 63
Dominion Atlantic	195,141 44	75,795 02	18,252 38	357,517 80			38,596 64		685,303 28
Eastern British Columbia	11,932 82	3,843 07		15,139 59			1,643 49		32,558 97
Edmonton, Dunvegan & British Columbia	72,208 26	32,078 76	6,157 28	206,650 23			16,161 38		333,255 91
Elgin & Havelock	5,277 46	46 54		4,977 18			399 03		10,700 21
Essex Terminal	20,640 60	2,410 93	205 50	21,184 82			11,415 51		55,857 36
Esquimalt & Nanaimo	93,869 52	68,229 19	156 00	186,930 69			9,616 75		358,802 15
Fredericton & Grand Lake Coal and Railway Co.	10,032 45	3,894 07	57 28	28,100 24			3,448 26		45,532 30
Grand Trunk	4,447,664 94	6,161,593 48	1,052,084 93	15,363,499 98		261,297 58	1,495,872 28		28,782,012 69
Grand Trunk Pacific	1,557,939 04	1,264,007 94	160,530 66	2,453,277 34		135,134 39	331,953 93		5,902,843 30
Hereford	36,793 55	14,979 13	1,683 61	49,351 59			3,635 36		106,443 24
Inverness Railway & Coal Co.									
International of New Brunswick	59,103 29	11,400 58	1,447 67	44,862 83			2,616 75		119,431 12
Kent Northern									
Kettle Valley	165,300 08	28,880 81	2,205 76	123,965 52			8,901 84		329,254 01
Lotbinière & Megantic	9,667 41	4,611 24	156 06	9,761 80			5,364 69		29,561 20
Maine Central	2,379 83	2,168 92	390 55	8,863 02			787 33		14,589 65
Manitoba Great Northern	66,842 53	7,918 27	1,785 71	34,433 89			3,709 16		114,689 56
Maritime Coal, Railway & Power Co.	15,544 69	11,028 63		24,840 04			2,166 33		53,579 69

Massawippi Valley	48,989 96	34,643 85	3,308 45	111,445 59			10,010 76		208,398 61
Midland Railway of Manitoba	47,084 45	37,302 23	11,325 16	183,611 78		11,174 85	13,171 73		303,670 20
Moncton & Buctouche	9,434 81	3,079 83		14,597 59			4,414 46		31,526 69
Montreal & Atlantic	200,624 13	171,885 98		542,184 72			31,936 77		946,631 60
Morrissey, Fernie & Michel	13,273 97	12,648 61		42,308 68			21,196 01		89,427 27
Napierville Junction	13,260 89	5,839 30	955 17	56,576 62			1,844 14		58,476 12
Nelson & Fort Sheppard	38,520 05	8,746 88	2,591 51	34,514 30			4,466 13		88,838 87
National Transcontinental	1,547,238 49	960,205 86	83,816 58	2,688,005 01		4,390 48	85,405 16		5,369,061 58
New Brunswick Coal & Railway Co	21,448 34	7,807 92	134 74	12,824 78			2,433 92		44,649 70
New Brunswick & P. E. Island	33,001 32	4,650 94	382 50	24,250 54			591 09		62,876 39
New Westminster Southern	9,554 78	3,263 64	939 36	12,458 84			2,241 34		28,457 96
Northern New Brunswick & Seaboard									
North Shore									
Ottawa & New York	81,625 42	37,196 36	9,523 77	145,463 76			9,010 56		282,819 87
Père Marquette	334,729 70	212,524 37	65,911 31	897,281 32			76,481 85	231 40	1,586,697 15
Quebec Central	209,706 46	170,772 98	27,220 37	527,764 75		12,045 73	48,071 26		995,581 53
Quebec, Montreal & Southern	114,077 71	179,376 30	7,920 76	152,109 50			17,655 94		471,140 21
Quebec Oriental	47,317 67	15,975 18		52,047 01			14,298 04		129,607 90
Quebec Railway, Light & Power Co	9,311 70	15,184 98	1,383 31	33,309 70			7,934 70		67,124 39
Red Mountain	9,244 00	2,602 95	535 23	15,695 09			1,188 61		27,268 88
Roberval-Saguenay	17,471 09	14,645 30	1,520 07	49,461 01			11,034 97		94,132 44
Rutland & Noyan	3,659 06	2,170 35	915 72	4,611 99			704 65		12,061 77
St. Lawrence & Adirondack	86,442 89	42,149 69	7,120 65	276,140 97			12,478 01		424,332 21
Salisbury & Albert	14,346 74	2,241 84	6 00	15,368 37			3,020 63		32,983 58
St. John & Quebec	33,538 42	6,539 87	3,220 70	43,364 61			3,892 08		90,555 68
St. Martins	8,581 47	3,348 20		7,593 29			1,065 01		20,587 97
Sydney & Louisburg	116,138 42	194,563 59	2,181 34	292,729 13			25,659 58		631,272 06
Temiscouata	47,988 13	30,446 43	3,883 55	76,011 22			15,932 67		174,262 60
Temiskaming & Northern Ontario	23,364,541 22	228,846 77	50,888 93	804,249 54		36,165 78	77,311 93	1,983 23	1,530,020 94
Thousand Islands	5,664 02	777 66		16,787 33			3,469 32		26,698 33
Toronto, Hamilton & Buffalo	185,058 51	218,309 29	19,099 07	492,387 23		15,986 76	57,690 06		988,530 92
Vancouver, Victoria & Eastern	267,475 62	71,337 07	13,941 08	329,978 46		3,074 16	26,045 03		711,851 42
Victoria Terminal Ry. & Ferry Co.	375 13	70 12	63 62	1,078 59			187 92		1,775 38
Victoria & Sidney, B.C.	5,352 97	1,106 15	1,006 02	16,925 31			2,904 09		27,274 54
Wabash (in Canada)	339,208 75	607,037 29	120,705 43	1,228,463 33		10,584 26	89,144 86		2,395,143 92
York & Carlton	1,356 13	176 85		2,302 40					3,835 38
	36,040 945 06	35,822 484 20	5,560,515 12	92,882,661 24	184,824 13	3,279,588 42	6,781,574 19	10,333 38	180,542,258 98

TABLE 9.—INCOME ACCOUNT for

	Name of Railway.	Net.		Outside Operations.			
		Operating Revenue.	Operating Deficit.	Revenue.	Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay	164,441 47		366,979 71	184,551 16	182,428 55	
2	Algoma Eastern	280,184 62					
3	Atlantic, Quebec & Eastern		17,147 31				
4	Brandon, Saskatchewan & Hudson Bay		77,742 27				
5	British Yukon	165,971 31					
6	Canada & Gulf Terminal	9,151 79					
7	Canada Southern	5,007,099 89					
	Canadian Govt. Railw's—						
8	Intercolonial	2,363,478 75					
9	P. E. Island		138,786 62				
10	Canadian Northern System	10,232,088 94					
11	Canadian Pacific	46,416,743 16		22,834,095 48	16,799,755 24	6,034,340 24	
12	Cape Breton		6,871 01				
13	Caraquet & Gulf Shore	5,724 32					
14	Crow's Nest Southern		56,478 99				
15	Cumberland	11,196 84					
16	Central Vermont	85,902 44					
17	Dominion Atlantic	276,763 67		5,452 40	5,924 58		472 18
18	Eastern British Columbia		1,220 65				
19	Edmonton, Dunvegan & British Columbia	94,157 26					
20	Elgin & Havelock	297 19					
21	Essex Terminal	28,453 26					
22	Esquimalt & Nanaimo	171,111 01					
23	Fredericton, Grand Lake Coal & Railway Co	24,274 84					
24	Grand Trunk	10,373,027 41					
25	Grand Trunk Pacific	1,060,345 58		37,105 55	26,547 00	10,558 55	
26	Hereford		9,379 75				
27	International of New Brunswick		3,204 06				
28	Kettle Valley	1,172 87					
29	Lotbiniére & Megantic	6,512 49					
30	Maine Central	3,773 09					
31	Manitoba Great Northern		76,602 43				
32	Maritime Coal, Railway & Power Co	36,762 06					
33	Massawippi Valley	16,121 70					
34	Midland Railway of Manitoba		37,364 77				
35	Moncton & Buctouche	3,136 86					
36	Montreal & Atlantic	344,788 25					
37	Morrissey, Fernie & Michel	31,161 77					
38	Napierville Junction	70,941 18					
39	Nelson & Fort Sheppard		45,929 70				
40	National Transcontinental	429,454 51					
41	New Brunswick Coal & Railway Co	299 92					
42	New Brunswick & P. E. Island		20,252 29				
43	New Westminster Southern	6,745 34					
44	Northern New Brunswick & Seaboard						
45	Ottawa & New York		32,582 43				
46	Père Marquette	1,400,404 94					
47	Quebec Central	510,766 80					
48	Quebec, Montreal & Southern		87,486 24				
49	Quebec Oriental	9,080 64					
50	Quebec Railway, Light & Power Co	20,352 06					
51	Red Mountain		12,672 58				
52	Roberval-Saguenay	65,900 12					
53	Rutland & Noyan	2,894 33					
54	Salisbury & Albert	9,093 39					

the Year ending June 30, 1916.

Total.		Taxes Deduction.	Total.		Other Income from all other Sources.	Total Gross Corporate.		
Net Revenue.	Net Deficit.		Income.	Loss.		Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
346,870 02		30,620 02	316,250 00		23,171 06	339,421 06		1
280,184 62		1,874 65	278,309 97		1,174 00	279,483 97		2
	17,147 31	69 60		17,216 91	74,923 63	57,706 72		3
	77,742 27	1,090 74		78,833 01	147 49		78,685 52	4
165,971 31		6,845 04	159,126 27		20,223 18	179,349 45		5
9,151 79			9,151 79			9,151 79		6
5,007,099 89		182,756 71	4,824,343 18		230,304 40	5,054 647 58		7
2,363,478 75			2,363,478 75			2,363,478 75		8
	138,786 62			138,786 62	165 14		138,621 48	9
10,232,088 94		741,508 11	9,490,580 83			9,490,580 83		10
52,451,083 40		1,688,565 45	50,762,517 95		5,928,023 34	56,690,541 29		11
	6,871 01			6,871 01			6,871 01	12
5,724 32			5,724 32			5,724 32		13
	56,478 99	6,333 21		62,812 20	10 75		62,801 45	14
11,196 84			11,196 84			11,196 84		15
85,902 44		5,225 37	80,677 07		22,034 89	102,711 96		16
276,291 49		1,048 84	275,242 65		25,375 00	300,617 65		17
	1,220 65	1,467 03		2,687 68			2,687 68	18
94,157 26		2,194 87	91,962 39		29,874 21	121,836 60		19
297 19			297 19			297 19		20
28,453 26			28,453 26			28,453 26		21
171,111 01		36,308 29	134,802 72			134,802 72		22
24,274 84			24,274 84			24,274 84		23
10,373,027 41		853,596 39	9,519,431 02		3,634,123 65	13,153,554 67		24
1,070,904 13			1,070,904 13			1,070,904 13		25
	9,379 75	1,767 72		11,147 47	27 00		11,120 47	26
	3,204 06			3,204 06	61 08		3,142 98	27
1,172 87			1,172 87			1,172 87		28
6,512 49			6,512 49			6,512 49		29
3,773 09			3,773 09		3 70	3,776 79		30
	76,602 43	832 96		77,435 39	175 33		77,260 06	31
36,762 06		300 00	36,462 06			36,462 06		32
16,121 70		2,502 37	13,619 33		1,450 20	15,069 53		33
	37,364 77	23,231 64		60,596 41	23,648 78		36,947 63	34
3,136 86		755 96	2,380 90			2,380 90		35
344,788 25		25,331 24	319,457 01		1,400 00	320,857 01		36
31,161 77			31,161 77			31,161 77		37
70,941 18		914 72	70,026 46		1,825 67	71,852 13		38
	45,929 70	5,612 32		51,542 02	78 34		51,463 68	39
429,454 51			429,454 51		37,680 84	467,135 35		40
299 92			299 92			299 92		41
	20,252 29			20,252 29	242 50		20,009 79	42
6,745 34		923 78	5,821 56		3,823 07	9,644 63		43
								44
	32,582 43	3,605 90		36,188 33	1,999 78		34,188 55	45
1,400,404 94			1,400,404 94		158,745 06	1,559,150 00		46
510,766 80		18,492 76	492,274 04		16,639 78	508,913 82		47
	87,486 24	8,693 36		96,179 60	231,492 49	135,312 89		48
9,080 64		150 00	8,930 64			8,930 64		49
20,352 06			20,352 06			20,352 06		50
	12,672 58	1,188 48		13,861 06	35 55		13,825 51	51
65,900 12			65,900 12			65,900 12		52
2,894 33		14 65	2,879 68		4,000 00	6,879 68		53
9,093 39			9,093 39			9,093 39		54

TABLE 9.—INCOME ACCOUNT for

	Name of Railway.	Net.		Outside Operations.			
		Operating Revenue.	Operating Deficit.	Revenue.	Expenses.	Profit.	Loss.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
55	St. John & Quebec		20,709 17				
56	St. Martins	918 13					
57	Sydney & Louisburg	190,113 65					
58	St. Lawrence & Adirondack	318,859 79					
59	Temiscouata	48,516 18					
60	Temiskaming & Northern Ontario	462,351 41					
61	Thousand Islands	11,303 03					
62	Toronto, Hamilton & Buffalo	660,981 62					
63	Vancouver, Victoria & Eastern		171,723 84				
64	Victoria Terminal Railway & Ferry Co	742 46					
65	Victoria & Sidney, B.C.	4,660 15		298 65	60 20	238 45	
66	Wabash (in Canada)	723,174 45					
67	York & Carlton	1,152 16					
	Total	82,162,549 10	816,154 11	23,243,931 79	17,016,838 18	6,227,565 79	472 18

the Year ending June 30, 1916—*Continued.*

Total.		Taxes Deduction.	Total.		Other Income from all other Sources.	Total Gross Corporate.		
Net Revenue.	Net Deficit.		Income.	Loss.		Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	20,709 17	.....	.....	20,709 17	.....	.....	20,709 17	55
918 13	.....	.....	918 13	.....	.....	918 13	.....	56
190,113 65	.....	.....	190,113 65	.....	.....	190,113 65	.....	57
318,859 79	.....	Cr. 1,873 97	320,733 76	.....	171 47	320,905 23	.....	58
48,516 18	.....	3,882 65	44,633 53	.....	2,974 76	47,608 29	.....	59
462,351 41	.....	.....	462,351 41	.....	51,347 21	513,698 62	.....	60
11,303 03	.....	75 74	11,227 29	.....	849 23	12,076 52	.....	61
660,981 62	.....	14,447 23	646,534 39	.....	110,804 70	757,339 09	.....	62
.....	171,723 84	70,508 82	.....	242,232 66	133,530 27	.....	108,702 39	63
742 46	.....	1,789 69	.....	1,047 23	144 69	.....	902 54	64
4,898 60	.....	881 70	4,016 90	.....	278 37	4,295 27	.....	65
723,174 45	.....	.....	723,174 45	.....	.....	723,174 45	.....	66
1,152 16	.....	.....	1,152 16	.....	.....	1,152 16	.....	67
88,389,642 71	816,154 11	3,743,534 04	84,771,557 68	941,603 12	10,772,980 61	95,270,875 08	667,939 91	

TABLE 9.—INCOME ACCOUNT for

	Name of Railway.	Deductions from		
		Rents accrued for lease of other roads.	Other rents.	Interest accrued on Funded Debt.
		$ cts.	$ cts.	$ cts.
1	Algoma Central & Hudson Bay		309 00	32,577 29
2	Algoma Eastern		45,984 27	134,858 10
3	Atlantic, Quebec & Western		8,637 77	63,716 87
4	Bedlington & Nelson			
5	Brandon, Saskatchewan & Hudson Bay		1,765 65	
6	British Yukon			102,238 00
7	Canada & Gulf Terminal			
8	Canada Southern		1,883,486 89	1,130,200 00
9	Canadian Government Railways—Intercolonial		167,214 29	
10	" " " P. E. Island			
11	Canadian Northern System	338,960 00	156,291 65	9,885,153 14
12	Canadian Pacific	2,372,133 58	125,271 25	749,691 66
13	Cape Breton			
14	Caraquet & Gulf Shore			
15	Crow's Nest Southern		5,385 29	
16	Cumberland			
17	Central Vermont		38,942 31	
18	Dominion Atlantic	58,123 08	36,200 39	239,926 67
19	Eastern British Columbia		3,772 85	
20	Edmonton, Dunvegan & British Columbia			229,600 00
21	Elgin & Havelock			
22	Essex Terminal			
23	Esquimalt & Nanaimo		24,868 12	193,280 00
24	Fredericton & Grand Lake Coal & Railway Co		14,914 25	
25	Grand Trunk	783,641 87	182,578 34	1,089,330 63
26	Grand Trunk Pacific			
27	Hereford		400 66	32,000 00
28	Inverness Railway & Coal Co			
29	International of New Brunswick		9,774 55	
30	Kent Northern			
31	Kettle Valley	15,949 58	22,244 32	
32	Lotbinière & Megantic			
33	Maine Central			
34	Manitoba Great Northern		8,038 93	
35	Maritime Coal, Railway & Power Co		4,101 94	
36	Massawippi Valley	24,000 00	34,074 71	
37	Midland Railway of Manitoba		82,268 22	
38	Moncton & Buctouche		907 20	
39	Montreal & Atlantic	33,120 00	52,512 82	52,650 00
40	Morrissey, Fernie & Michel			
41	Napierville Junction		17,312 00	
42	Nelson & Fort Sheppard		4,245 50	
43	National Transcontinental		808,750 86	
44	New Brunswick Coal & Railway Co		4,389 40	
45	New Brunswick & P. E. Island		3,876 59	
46	New Westminster Southern		2,467 14	
47	Northern New Brunswick & Seaboard			
48	North Shore			
49	Ottawa & New York		39,290 51	
50	Père Marquette	174,887 57	621,509 79	249,800 00
51	Quebec Central			257,560 93
52	Quebec, Montreal & Southern		1,092 50	
53	Quebec Oriental		9,629 88	97,400 00
54	Quebec Railway, Light & Power Co			
55	Red Mountain		162 84	
56	Roberval-Saguenay	6,000 00	2,395 80	74,021 21
57	Rutland & Noyan			4,000 00
58	Salisbury & Albert			
59	St. John & Quebec		9,020 37	
60	St. Martins			
61	Sydney & Louisburg			
62	St. Lawrence & Adirondack	10,000 00	119,861 76	48,768 98
63	Temiscouata		2,211 87	12,166 66

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Year ending June 30, 1916—*Continued.*

Gross Corporate Income.				Net Corporate.		No.
Other Interest.	Sinking Funds.	All other Deductions.	Total Deductions.	Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
1,703 80		175,362 57	209,952 66	129,468 40		1
12,870 43		44,337 45	238,050 25	41,433 72		2
			72,354 64		14,647 92	3
						4
			1,765 65		80,451 17	5
1,783 45		4,409 43	108,430 88	70,918 57		6
				9,151 79		7
214,327 11		280 75	3,228,294 75	1,826,352 83		8
			167,214 29	2,196,264 46		9
					138,621 48	10
6,053 52		4,705 12	10,391,163 43		900,582 60	11
12,501 84			3,259,598 33	53,430,942 96		12
					6,871 01	13
				5,724 32		14
			5,385 29		68,186 74	15
				11,196 84		16
14,234 60		20,000 00	73,176 91	29,535 05		17
			334,250 14		33,632 49	18
34 87			3,807 72		6,495 40	19
31,184 16			260,784 16		138,947 56	20
				297 19		21
				28,453 26		22
			218,148 12		83,345 40	23
		21,957 12	36,871 37		12,596 53	24
1,429,319 49		20,000 00	3,504,870 33	9,648,684 34		25
				1,070,904 13		26
		500 00	32,900 66		44,021 13	27
						28
			9,774 55		12,917 53	29
						30
			38,193 90		37,021 03	31
				6,512 49		32
3,150 00			3,150 00	626 79		33
			8,038 93		85,298 99	34
			4,101 94	32,360 12		35
			58,074 71		43,005 18	36
			82,268 22		119,215 85	37
			907 20	1,473 70		38
			138,282 82	182,574 19		39
				31,161 77		40
			17,312 00	54,540 13		41
			4,245 50		55,709 18	42
			808,750 86		341,615 51	43
			4,389 40		4,089 48	44
			3,876 59		23,886 38	45
			2,467 14	7,177 49		46
						47
						48
			39,290 51		73,479 06	49
			1,046,197 36	512,952 64		50
			257,560 93	251,352 89		51
258,561 22		1 40	259,655 12		124,342 23	52
1,943 57			108,973 45		100,042 81	53
				20,352 06		54
			162 84		13,988 35	55
		803 64	83,220 65		17,320 53	56
			4,000 00	2,879 68		57
				9,093 39		58
			9,020 37		29,729 54	59
499 01			499 01	419 12		60
				190,113 65		61
			178,630 74	142,274 49		62
	9,733 33		24,111 86	23,496 43		63

TABLE 9.—INCOME ACCOUNT for

	Name of Railway.	Deductions from		
		Rents accrued for lease of other roads.	Other rents.	Interest accrued on Funded Debt.
		$ cts.	$ cts.	$ cts.
64	Temiskaming & Northern Ontario	.....	100,262 32	.....
65	Thousand Islands	.....	1,304 31	3,015 00
66	Toronto, Hamilton & Buffalo	.....	10,867 17	215,144 46
67	Vancouver, Victoria & Eastern	.....	26,395 30	.....
68	Victoria Terminal Railway & Ferry Co	.....	389 40	.....
69	Victoria & Sidney, B.C	.....	6,100 31	15,000 00
70	Wabash (in Canada)	.....	.....	.....
71	York & Carlton	.....	.....	.....
	Total	3,816,815 68	4,701,481 29	14,912,099 60

SESSIONAL PAPER No. 20b

Year ending June 30, 1916—*Continued.*

Gross Corporate Income.				Net Corporate.		No.
Other Interest.	Sinking Funds.	All other Deductions.	Total Deductions.	Income.	Loss.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
.....	.....	.....	100,262 32	413,436 30	.....	64
.....	.....	.....	4,319 31	7,757 21	.....	65
64,284 74	.....	1 20	290,297 57	467,041 52	.....	66
.....	.....	.....	26,395 30	.....	135,097 69	67
19 45	.....	.....	408 85	.....	1,311 39	68
4,429 11	.....	.....	25,529 42	.....	21,234 15	69
.....	.....	.....	.....	723,174 45	.....	70
.....	.....	.....	.....	1,152 16	.....	71
2,056,900 37	9,733 33	292,358 68	25,789,388 95	71,581,250 53	2,767,704 31	

TABLE 9.—Income Account for the Year ending June 30, 1916.—*Concluded.*

Name of Railway.	Disposal of Net Corporate Income.							
	Dividends.			Additions and Betterments Charged to Income.	Appropriations to Reserve.	Total.	Balance.	
	Common Stock.	Preferred Stock.	Total Dividends.				Credit of Profit and Loss Account.	Debit of Profit and Loss Account.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
British Yukon					4,992 23	4,992 23	65,926 34	
Canada Southern		450,000 00	450,000 00			450,000 00	1,376,352 83	
Canadian Pacific	26,000,000 00	10,278,672 14	36,278,672 14			36,278,672 14	17,152,270 82	
Dominion Atlantic				16,968 96		16,968 96		50,601 45
Grand Trunk		6,555,300 44	6,555,300 44			6,555,300 44	3,093,383 90	
Hereford	32,000 00		32,000 00	41 05		32,041 05		76,062 18
Maine Central				141 37		141 37	485 42	
Quebec Central		135,264 12	135,264 12			135,264 12	116,088 77	
Quebec Railway, Light & Power Co		52,500 00	52,500 00			52,500 00		32,147 94
Balance Railways not distributed							6,332,020 09	2,690,050 69
Total	26,032,000 00	17,471,736 70	43,503,736 70	17,151 38	4,992 23	43,525,880 31	28,136,528 17	2,848,862 26

TABLE 9A.—Summary of Earning and Expenses for the Year ending June 30, 1916.

Name.	Bridge Tolls Revenue.	Sleeping Car Revenue.	Parlour and Chair Car Revenue.	Switching Revenue.	Power Revenue.	Rents of Buildings and other Property.	Freight Revenue.	Total Revenue.	Total Operating Expenses.	Net Operating Revenues.
	$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
International Bridge Co	456,691 24							456,691 24	57,838 05	398,853 19
Detroit River Tunnel Co						1,050,000 00		1,050,000 00		1,050,000 00
The Pullman Co		766,810 69	36,555 79					803,366 48	604,230 43	199,136 05
St. Clair Tunnel Co				359,983 00	3,568 63	877 90		364,429 53	151,202 98	213,226 55
Van Buren Bridge Co				7,160 02			6,856 18	14,016 20	6,259 74	7,756 46
Total	456,691 24	766,810 69	36,555 79	367,143 02	3,568 63	1,050,877 90	6,856 18	2,688,503 45	819,531 20	1,868,972 25

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated, for the Year ending June 30, 1916.

Name of Railway.	Passengers Carried.	Passengers Carried One Mile.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Total Passenger Revenue.	Total other Earnings.	Tons Carried.
	No.	No.	Miles.	Miles.	$ cts.	$ cts.	No.
Algoma Central & Hudson Bay	27,081	1,500,367	29,077	50,431	50,745 23	138,406 48	736,658
Algoma Eastern	88,658	1,915,774	56,297		51,055 28	63,893 58	1,629,114
Atlantic, Quebec & Western	36,025	1,090,029	43,976	20,165	32,100 88	1,457 74	115,818
Bedlington & Nelson							
Brandon, Saskatchewan & Hudson Bay	24,053	830,574	37,557		21,576 73	5,467 84	49,080
British Yukon	7,841	523,145	1,427	38,248	41,683 71	8,492 37	37,234
Canada & Gulf Terminal	25,187	513,670	432	22,844	16,655 96	3,588 32	32,563
Canada Southern	1,409,877	122,204,928	1,833,017	149,272	2,915,909 24	664,023 42	8,024,485
Canadian Government Railways—Intercolonial	4,305,441	240,025,633	3,050,173	359,912	4,000,595 56	1,565,258 67	6,182,949
Canadian Government Railways—P. E. Island	424,467	1,070,387	151,581	214,499	175,879 58	79,208 38	116,856
Canadian Northern System	9,384,056	254,555,428	5,589,166	2,196,870	5,454,755 13	3,520,582 21	13,353,380
Canadian Pacific	13,727,219	1,247,118,119	18,159,545	2,098,825	24,407,144 29	11,174,941 52	29,276,872
Cape Breton	8,711	197,699		19,530	6,122 38	689 12	14,848
Caraquet & Gulf Shore	19,630	808,922	41,600		22,896 26	5,318 03	44,413
Crow's Nest Southern	9,997	262,694	32,199		9,182 77	3,077 74	216,016
Cumberland	52,546	576,531		29,412	14,708 64	4,951 38	364,609
Central Vermont	364,423	4,943,013	147,436	29,734	118,487 59	27,210 97	480,140
Dominion Atlantic	466,550	16,617,848	288,940	182,196	373,543 68	80,271 73	344,397
Eastern British Columbia	2,875	24,856	120	7,604	1,384 35	1,488 85	99,585
Edmonton, Dunvegan & British Columbia	35,751	3,966,695	55,898	28,050	152,380 34	15,378 47	167,130
Elgin & Havelock	10,112	90,041		16,200	2,801 78	1,057 53	15,860
Essex Terminal				24,000		13,632 29	266,442
Esquimalt & Nanaimo	253,535	6,018,989	149,329	3,960	172,028 86	49,122 80	362,478
Fredericton & Grand Lake Coal & Railway Co	9,757	241,202		25,401	6,786 15	1,459 42	109,663
Grand Trunk	11,967,745	572,058,443	8,279,329	791,169	10,261,959 35	3,575,296 09	19,060,802
Grand Trunk Pacific	369,495	49,610,894	994,074	52,188	1,029,880 82	973,934 31	1,972,054
Hereford	30,550	576,012	33,608	33,231	16,913 62	4,175 89	109,781
Inverness Railway & Coal Co							
International of New Brunswick	35,420	1,363,260	596	69,902	39,140 06	2,666 92	95,079
Kent Northern							
Kettle Valley	21,556	1,336 028	673	100,070	44,621 47	13,804 75	207,110
Lotbinière & Megantic	14,092	196,724		18,840	5,648 58	1,866 78	57,860
Maine Central	88,383	450,753	3,940	6,255	10,640 93	1,135 89	239,994
Manitoba Great Northern	9,617	214,788	10,020	23,485	5,803 25	868 53	106,761
Maritime Coal, Railway & Power Co	23,334	232,294		32,130	6,742 91	1,295 45	282,076
Massawippi Valley	154,941	2,447,102	91,822	8,540	64,676 48	6,716 31	581,842

Midland Railway of Manitoba	64,833	3,931,428	116,168	268	87,839 19	56,826 99	170,639
Moncton & Buctouche	280,050	605,868	2,282	17,972	12,868 25	2,832 11	21,141
Montreal & Atlantic	316,519	7,427,296	157,069	147,904	179,222 58	61,826 09	1,724,143
Morrissey, Fernie & Michel	119,500	728,950		32,407	11,388 50	377 48	655,438
Napierville Junction	22,840	384,245	10,055	11,118	10,304 99	1,632 29	557,029
Nelson & Fort Sheppard	18,707	498,394	37,020		16,037 53	5,597 91	30,774
National Transcontinental	547,613	37,066 514	462,290	476,706	619,954 13	148,150 79	2,664,043
New Brunswick Coal & Railway Co	19,107	444,170		36,947	11,548 76	2,100 57	44,898
New Brunswick & P.E. Island	15,966	298,205	812	18,934	7,742 80	1,919 58	61,309
New Westminster & Southern	9,754	96,385		21,304	3,138 99	5,332 44	80,650
Northern New Brunswick & Seaboard							
North Shore							
Ottawa & New York	135,586	3,409,087	78,450		78,247 02	20,046 27	464,345
Père Marquette	297,627	5,764,639	268,952		133,198 15	57,065 97	2,841 354
Quebec Central	412,808	17,768,648	233,391	269,676	378,364 14	84,876 34	999,155
Quebec, Montreal & Southern	244,659	5,359,898	125,524	85,722	137,711 00	18,487 48	355,457
Quebec Oriental	32,219	1,758,963	43,393	19,019	45,204 63	7,232 56	81,482
Quebec Railway, Light & Power Co	75,926	588,425	7,620		8,060 20	217 23	227,330
Red Mountain	9,271	83,270		8,302	2,191 93	1,858 94	25,685
Roberval-Saguenay	23,805	339,367	82,333	263,825	8,836 27	51,350 83	212,327
Rutland & Noyan	111,893	379,317	4,997		8,723 31	269 12	147,304
St. Lawrence & Adirondack	610,427	12,254,775	171,422		201,228 81	36,137 60	1,146,281
Salisbury & Albert	13,328	332,595		30,620	9,249 29	5,066 05	43,687
St. John & Quebec	46,892	1,251,797	648	69,878	28,431 11	1,025 45	44,744
St. Martin's	8,580	163,946		16,500	4,112 09	1,563 00	19,268
Sydney & Louisburg	160,296	2,206,128	27,132	18,850	51,398 10	22,124 68	4,922,460
Temiscouata	71,963	1,979,473	73,220	70,216	50,250 44	12,768 70	159,985
Temiskaming & Northern Ontario	472,839	25,156,422	473,626	59,443	555,017 15	159,914 46	902,821
Thousand Islands	49,071	294,426		87,373	8,832 52	7,889 14	32,865
Toronto, Hamilton & Buffalo	612,447	18,001,379	304,190		392,881 80	84,207 56	2,297,240
Vancouver, Victoria & Eastern	142,613	3,752,621	128,137	75,657	104,499 58	62,760 72	1,232,328
Victoria Terminal Railway & Ferry Co	47,959	47,479	2,002	21	1,307 54	321 62	16,869
Victoria & Sidney, B.C.	50,987	573,540	32,339	336	16,345 46	3,352 74	20,203
Wabash (in Canada)	565,200	31,594,156	524,118		377,189 22	48,362 30	2,695,891
York & Carlton	7,461			7,112	1,865 25	193 96	5,994
Total	49,027,671	2,727,122,648	42,449,022	8,499,073	53,097,642 59	22,984,843 75	109,659,088

TABLE 10.—SUMMARY of Passengers and Tons Carried, Earnings, Expenses, Train Mileage, and Mileage Operated, for the Year ending June 30, 1916—*Concluded.*

Name of Railway.	Tons Carried One Mile.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Total Freight Revenue.	Total Freight Earnings.	Total Revenue Train Mileage.	Total Gross Earnings.	Total Operating Expenses.
	No.	Miles.	Miles.	$ cts.	$ cts.	Miles.	$ cts.	$ cts.
Algoma Central & Hudson Bay	54,681,535	50,431	167,466	444,146 25	550,119 15	248,129	739,270 86	574,829 39
Algoma Eastern	22,635,256	.....	88,800	404,256 68	413,056 33	145,097	528,005 19	247,820 57
Atlantic, Quebec & Western	5,963,928	20,165	40,909	69,206 80	69,206 80	105,050	102,765 42	199,912 73
Bedlington & Nelson	.....	.....	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan & Hudson Bay	2,059 883	.....	19,235	19,678 14	24,114 83	56,792	51,159 40	128,901 67
British Yukon	3,165,401	38,248	6,190	219,927 97	219,927 97	46,045	270,104 05	104,132 74
Canada & Gulf Terminal	933,678	22,844	52	29,084 44	29,084 44	23,328	49,328 72	40,176 93
Canada Southern	1,210,431,611	149,272	1,659,125	7,798,070 72	7,842,339 59	3,641,446	11,422,272 75	6,415,172 36
Canadian Government Railways—Intercolonial	1,800,688,658	359,912	5,016,440	10,073,286 64	10,120,807 68	8,434,712	15,686,661 91	13,323,183 16
Canadian Government Railways—P. E. Island	4,706,798	214,499	.....	181,155 73	181,640 41	366,080	436,728 37	575,514 99
Canadian Northern System	3,851,918,945	2,196,870	8,517,036	26,158,279 20	26,500,937 72	16,340,999	35,476,275 06	25,244,186 12
Canadian Pacific	13,822,500,920	2,098,825	25,355,997	88,616,069 56	89,072,485 16	45,623,585	124,654,570 97	78,237,827 81
Cape Breton	232,643	19,530	.....	8,288 45	8,288 45	19,530	15,099 95	21,970 96
Caraquet & Gulf Shore	1,820,933	.....	.....	53,004 08	53,004 08	61,700	81,218 37	75,494 05
Crow's Nest Southern	13,310,395	.....	47,892	100,172 70	100,381 11	80,091	112,641 62	169,120 61
Cumberland	3,327,709	29,412	11,506	67,793 98	67,793 98	40,918	87,454 00	76,257 16
Central Vermont	18,816,323	29,734	74,091	195,325 72	195,973 51	251,627	341,672 07	255,769 63
Dominion Atlantic	22,439,238	182,196	63,361	507,682 76	508,251 54	534,843	962,066 95	685,303 28
Eastern British Columbia	836,791	7,604	.....	28,465 12	28,465 12	7,772	31,338 32	32,558 97
Edmonton, Dunvegan & British Columbia	24,389,971	28,050	61,511	257,818 84	259,654 36	145,983	427,413 17	333,255 91
Elgin & Havelock	.....	16,200	.....	7,138 09	7,138 09	16,200	10,997 40	10,700 21
Essex Terminal	1,332,210	24,000	.....	68,678 33	70,678 33	24,000	84,310 62	55,857 36
Esquimalt & Nanaimo	11,138,672	3,960	90,687	308,655 85	308,761 50	243,976	529,913 16	358,802 15
Fredericton & Grand Lake Coal & Railway Co	3,559,877	25,401	.....	61,561 51	61,561 57	25,401	69,807 14	45,532 30
Grand Trunk	3,768,625,542	791,169	11,158,448	24,886,818 43	25,317,784 66	20,230,898	39,155,040 10	28,782,012 69
Grand Trunk Pacific	714,572,028	52,188	1,736,045	4,929,331 26	4,959,373 75	2,783,493	6,963,188 88	5,902,843 30
Hereford	2,637,789	33,231	1,422	75,944 66	75,973 98	68,261	97,063 49	106,443 24
Inverness Railway & Coal Co	.....	.....	.....	.....	.....	.....	.....	.....
International of New Brunswick	3,945,543	69,902	980	74,316 81	74,420 08	72,276	116,227 06	119,431 12
Kent Northern	.....	.....	.....	.....	.....	.....	.....	.....
Kettle Valley	15,225 702	100,070	84,759	270,818 00	272,000 66	185,502	330,426 88	329,254 01
Lotbinière & Megantic	811,197	18,840	1,000	28,558 33	28,558 33	19,840	36,073 69	29,561 20
Maine Central	450,753	6,255	3,600	6,585 92	6,585 92	13,795	18,362 74	14,589 65
Manitoba Great Northern	5,225,192	23,485	7,227	30,931 34	31,415 35	40,732	38,087 13	114,689 56
Maritime Coal, Railway & Power Co	3,072,073	32,130	.....	82,303 39	82,303 39	32,130	90,341 75	53,579 69
Massawippi Valley	17,024,993	8,540	61,980	151,840 48	153,127 52	162,342	224,520 31	208,398 61

Midland Railway of Manitoba	12,190,669	268	46,967	116,522 20	121,639 25	163,470	266,305 43	303,670 20
Moncton & Buctouche	448,803	17,972	5,600	18,963 19	18,963 19	25,854	34,663 55	31,526 69
Montreal & Atlantic	92,722,006	147,904	270,094	1,045,476 45	1,050,371 18	575,132	1,291,419 85	946,631 60
Morrissey, Fernie & Michel	3,998,172	32,407	.....	101,797 06	108,823 06	32,407	120,589 04	89,42[illegible] 2.
Napierville Junction	15,856,348	11,118	22,272	117,459 14	11[illegible],480 02	43,445	129,41[illegible] 30	58,4[illegible]6 12
Nelson & Fort Sheppard	1,066,936	.....	18,585	21,273 73	21,273 73	55,605	42,909 17	88,838 87
National Transcontinental	1,030,056,961	476,706	1,951,797	5,002,099 89	5,030,411 17	2,892,003	5,798,516 09	5,369,061 58
New Brunswick Coal & Railway Co	923,421	36,947	.....	29,315 33	31,300 29	36,947	44,949 62	44,649 70
New Brunswick & P. E. Island	1,467,254	18,934	13,565	32,115 19	32,961 72	33,311	42,624 10	62,876 39
New Westminster Southern	615,623	21,304	.....	26,731 87	26,731 87	21,304	35,203 30	28,457 96
Northern New Brunswick & Seaboard	.....	.....	.....	.....	.....	.....	.....	.....
North Shore	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa & New York	24,204 683	.....	61,590	151,358 65	151,529 15	140,100	250,237 44	282,819 87
Père Marquette	482,025,339	.....	890,584	2,769,895 91	2,796,837 97	1,159,566	2,987,102 09	1,586,697 15
Quebec Central	77,526,894	269,676	194,447	1,043,107 85	1,043,107 85	702,845	1,506,348 33	995,581 53
Quebec, Montreal & Southern	15,769,531	85,722	80,211	226,266 19	227,455 49	291,457	383,653 97	471,140 21
Quebec Oriental	6,439,056	19,019	41,543	86,251 35	86,251 35	103,955	138,688 54	129,607 90
Quebec Railway, Light & Power Co	1,479,852	.....	22,906	78,207 00	79,199 02	30,526	87,476 45	67,124 39
Red Mountain	231,753	8,302	1,922	8,784 43	10,545 43	10,239	14,596 30	27,268 88
Roberval-Saguenay	6,806,326	263,825	.....	92,917 51	99,845 46	346,158	160,032 56	94,132 44
Rutland & Noyan	434,525	.....	2,070	5,963 67	5,963 67	7,067	14,956 10	12,061 77
St. Laurence and Adirondack	41,539,713	.....	93,080	504,784 26	505,825 59	264,502	743,192 00	424,332 21
Salisbury & Albert	1,013,164	30,620	.....	27,761 63	27,761 63	30,620	42,076 97	32,983 58
St. John & Quebec	1,782,109	69,878	440	40,389 95	40,389 95	71,000	69,846 51	90,555 68
St. Martins	275,969	16,500	.....	15,831 01	15,831 01	16,500	21,506 10	20,587 97
Sydney & Louisburg	72,066,854	18,850	197,034	732,784 69	747,862 93	243,016	821,385 71	631,272 06
Temiscouata	6,030,007	70,216	3,399	159,289 98	159,759 04	146,841	222,778 18	174,262 00
Temiskaming & Northern Ontario	169,956,097	59,443	507,573	1,267,391 77	1,277,440 74	1,040,868	1,992,372 35	1,530,020 94
Thousand Islands	197,190	87,373	.....	21,266 70	21,279 70	87,373	38,001 36	26,698 33
Toronto, Hamilton & Buffalo	84,256,344	.....	144,473	1,070,573 06	1,172,423 18	450,310	1,649,512 54	988,530 92
Vancouver, Victoria & Eastern	32,640,410	75,657	79,632	361,350 12	372,867 28	283,533	540,127 58	711,851 42
Victoria Terminal Railway & Ferry Co	16,700	21	590	888 68	888 68	2,613	2,517 84	1,775 38
Victoria & Sidney, B.C	246,849	336	9,500	12,236 49	12,236 49	42,175	31,934 69	27,274 54
Wabash (in Canada)	598,596,519	.....	1,101,351	2,692,707 83	2,692,766 85	1,625,469	3,118,317 37	2,395,143 92
York & Carlton	.....	7,112	.....	2,928 33	2,928 33	7,112	4,987 54	3,835 38
Total	28,195,364,264	8,499,073	60,036,984	184,099,887 30	185,806,167 63	111,075,890	261,888,653 97	180,542,258 98

TABLE 11.—SUMMARY of Train Mileage for the Year ending June 30, 1916.

Name of Railway.	Mileage of Revenue Passenger Trains.	Mileage of Revenue Mixed Trains.	Mileage of Revenue Freight Trains.	Special Revenue Train Mileage.	Total Revenue Train Mileage.	Mileage of Non-Revenue Trains.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
Algoma Central & Hudson Bay	29,077	50,431	167,466	1,155	248,129	54,144
Algoma Eastern	56,297	.....	88,800	.....	154,097	2,210
Atlantic, Quebec & Western	43,976	20,165	40,909	.....	105,050	2,828
Bedlington & Nelson	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan & Hudson Bay	37,557	.....	19,235	.....	56,792	11,812
British Yukon	1,427	38,248	6,190	180	46,045	1,565
Canada & Gulf Terminal	432	22,844	52	.....	23,328	216
Canada Southern	1,833,017	149,272	1,659,125	32	3,641 446	41,855
Canadian Government Railways (Intercolonial)	3,050,173	359,912	5,016,440	8,187	8,434,712	151,210
" " " (Prince Edward Island)	151,581	214,499	.....	.....	366,080	20,848
Canadian Northern System	5,589,166	2,196,870	8,517,036	37,927	16,340 999	988,979
Canadian Pacific	18,159,545	2,098,825	25,355,997	9,218	45,623,585	856,680
Cape Breton	.....	91,530	.....	.....	19,530	.....
Caraquet & Gulf Shore	41,600	.....	.....	20,100	61,700	.....
Crows' Nest Southern	32,199	.....	47,892	.....	80,091	6,428
Cumberland	.....	29,421	11,506	.....	40,918	.....
Central Vermont	147,436	29,734	74,091	366	251,627	3,624
Dominion Atlantic	288,940	182,196	63,361	346	534,843	20,387
Eastern British Columbia	120	7,604	.....	48	7,772	1,344
Edmonton, Dunvegan & British Columbia	55,898	28,050	61,511	524	145,983	.....
Elgin & Hardock	.....	16,200	.....	.....	16,200	.....
Essex Terminal	.....	24,000	.....	.....	24,000	.....
Esquimalt & Nanaimo	149,329	3,960	90,687	.....	243,976	8,073
Fredericton & Grand Lake Coal & Ry. Co	.....	25,041	.....	.....	25,401	.....
Grand Trunk	8,279,329	791,169	11,158,448	1,952	20,230,898	393,239
Grand Trunk Pacific	994,074	52,188	1,736,045	1,186	2,783,493	295,069
Hereford	33,608	33,231	1,422	.....	68,261	1,198
Inverness Railway & Coal Co	.....	.....	.....	.....	.....	.....
International of New Brunswick	596	69,902	980	798	72,276	4,446
Kent Northern	.....	.....	.....	.....	.....	.....
Kettle Valley	673	100,070	84,759	.....	185,502	9,820
Lotbinière & Megantic	.....	18,840	1,000	.....	19,840	800
Maine Central	3,940	6,255	3,600	.....	13,795	75
Manitoba Great Northern	10,020	23,485	7,227	.....	40,732	1,418
Maritime Coal Railway & Power Co	.....	32,130	.....	.....	32,130	.....
Massawippi Valley	91,882	8,540	61,980	.....	162,342	4,202
Midland Railway of Manitoba	116,168	268	46,967	67	163,470	136
Moncton & Buctouche	2,282	17,972	5,600	.....	25,854	640

Montreal & Atlantic	157,069	147,904	270,094	65	575,132	5,024
Morrissey, Fernie & Michel	.....	32,407	.....	.....	32,407	.....
Napierville Junction	10,055	11,118	22,272	.....	43,445	27
Nelson & Fort Sheppard	37,020	.....	18,585	.....	55,605	3,034
National Transcontinental	462,290	476,706	1,951,797	1,210	2,892,003	59,526
New Brunswick Coal & Railway Co	.....	36,947	.....	.....	36,947	.....
New Brunswick & Prince Edward Island	812	18,934	13,565	.....	33,311	1,527
New Westminster Southern	.....	21,304	.....	.....	21,304	.....
Northern New Brunswick & Seaboard	.....	.....	.....	.....	.....	.....
North Shore	.....	.....	.....	.....	.....	.....
Ottawa and New York	78,450	.....	61,590	60	140,100	17,921
Père Marquette	268,952	.....	890,584	30	1,159,366	25,830
Quebec Central	233,391	269,676	194,447	5,331	702,845	233,684
Quebec, Montreal & Southern	125,524	85,722	80,211	.....	291,457	770
Quebec Oriental	43,393	19,019	41,543	.....	103,955	2,223
Quebec Railway Light & Power Co	7,620	.....	22,906	.....	30,526	2,343
Red Mountain	.....	8,302	1,922	15	10,239	756
Roberval-Saguenay	82,333	263,825	.....	.....	346,158	.....
Rutland & Noyan	4,997	.....	2,070	.....	7,067	.....
St. Lawrence and Adirondack	171,422	.....	93,080	.....	264,502	10,535
Salisbury and Albert	.....	30,620	.....	.....	30,620	.....
St. John & Quebec	648	69,878	440	34	71,000	6,669
St. Martins	.....	16,500	.....	.....	16,500	.....
Sydney & Louisburg	27,132	18,850	197,034	.....	243,016	.....
Temiscouata	73,220	70,216	3,399	.....	146,835	9,752
Temiskaming & Northern Ontario	473,626	59,443	507,573	226	1,040,868	51,223
Thousand Islands	.....	87,373	.....	.....	87,373	.....
Toronto, Hamilton & Buffalo	304,190	.....	144,473	1,647	450,310	3,378
Vancouver, Victoria & Eastern	128,137	75,657	79,632	107	283,533	16,679
Victoria, Terminal Railway & Ferry Co	2,002	21	590	.....	2,613	.....
Victoria & Sidney B. C	32,339	336	9,500	.....	42,175	.....
Wabash (in Canada)	524,118	.....	1,101,351	.....	1,625,469	4,034
York & Carlton	.....	7,112	.....	.....	7,112	.....
Total	42,449,022	8,499,073	60,036,984	90,811	111,075,890	3,338,181

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916.

Name of Railway.	PRODUCTS OF AGRICULTURE.											
	Grain.				Flour.				Other Mill Products.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay	16	1,457	.....	1,473	.....	1,843	.....	1,843	.....	338	.....	338
Algoma Eastern	254	69	.....	323	332	45	.....	377	44	.....	.....	44
Atlantic, Quebec and Western	18	304	.....	322	56	1,920	.....	1,976	5	13		18
Bedlington and Nelson (not operating)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan and Hudson Bay	33,467	31	108	33,606	66	.....	.....	66	137	.....	12	149
British Yukon	1,824	.....	.....	1,824	499	.....	.....	499	325	.....	.....	325
Canada and Gulf Terminal	12	790	.....	802	7	766	.....	773	.....	.....	.....	.....
Canada Southern	34,335	47,544	782,813	864,692	31,818	108,035	197,252	337,105	15,076	15,011	185,362	215,449
Canadian Government Railways, (Intercolonial)	63,321	103,950	.....	167,271	83,774	224,020	.....	307,794	30,226	86,229	.....	116,455
Canadian Government Railways, (P.E. Island)	8,546	13	.....	8,559	3,024	448	.....	3,472	1,128	189	.....	1,317
Canadian Northern System	3,094,440	633,174	622	3,728,236	140,745	84,405	1,656	226,806	118,472	58,028	3,609	180,109
Canadian Pacific	6,932,402	379,958	196,329	7,508,689	901,593	64,584	83,749	1,049,926	428,620	37,393	47,618	513,631
Cape Breton	.....	.....	.....	.....	2	712	.....	714	.....	.....	.....	.....
Caraquet and Gulf Shore	.....	30	.....	30	.....	2,450	.....	2,450	.....	250	.....	250
Crow's Nest Southern	32	56	77	165	.....	.....	.....	.....	20	44	.....	64
Cumberland	.....	360	.....	360	.....	5,010	.....	5,010	37	649	.....	686
Central Vermont	270	80,050	250	80,570	3,743	5,014	.....	8,757	251	34,500	.....	34,751
Dominion Atlantic	1,250	3,088	10	4,348	.....	.....	.....	.....	5,413	19,048	2,288	26,749
Eastern British Columbia	.....	257	.....	257	.....	40	.....	40	.....	.....	.....	.....
Edmonton, Dunvegan and British Columbia	15,868	44	.....	15,912	1,632	2,391	.....	4,023	1,356	.....	.....	1,356
Elgin and Havelock	23	369	.....	392	62	1,023	.....	1,085	58	357	.....	415
Essex Terminal	.....	1,200	.....	1,200	.....	300	.....	300	.....	1,800	.....	1,800
Esquimalt and Nanaimo	1,533	6,182	.....	7,715	354	5,746	.....	6,100	1,721	7,036	.....	8,757
Fredericton and Grand Lake Coal and Railway Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	200	.....	200
Grand Trunk	1,427,012	356,005	526,780	2,309,797	498,483	37,761	153,249	689,493	85,976	10,402	211,664	308,042
Grand Trunk Pacific	1,349,707	1,028	.....	1,350,735	13,203	13	.....	13,216	1,035	656	.....	1,691
Hereford	382	472	621	1,475	438	669	47	1,154	89	326	33	448
Inverness Railway and Coal Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
International of New Brunswick	724	173	.....	897	370	150	.....	520	8	37	.....	45
Kent Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Kettle Valley	521	1,100	116	1,737		1,209		1,209	22	294		316
Lotbinière & Megantic	34	309		343	22	285		307	178	411		589
Maine Central			994	994			143	143			20	20
Manitoba Great Northern	50,587	30,316	77	80,980	32	31		63	254	49	165	468
Maritime Coal, Railway and Power Co	70	174		244	61	333		394	173	493		566
Massawippi Valley	477	12,447	3,112	16,036	63	1,851	492	2,406	792	5,053	2,389	8,234
Midland Railway of Manitoba		26,954	3,671	30,625	185		369	554	197	40	815	1,052
Moncton and Buctouche						344		344				
Montreal and Atlantic	1,342	385,449	146	386,937	187	249,804	283	250,274	160	116,951	426	117,537
Morrissey, Fernie and Michel		360		360								
Napierville Junction	1,645	132	94	1,871		462		462		61		61
Nelson and Fort Sheppard	133	55	128	316	61		33	94	57	146	87	290
National Transcontinental	260,383	1,217,021		1,477,404	16,159	5,635		21,794	4,731	1,756		6,487
New Brunswick Coal and Railway Co		459		459		705		705		285		285
New Brunswick and Prince Edward Island	188	62		250	693	27		720	176	32		208
New Westminster Southern	158	383		541	42			42	98	15		113
Northern New Brunswick and Seaboard												
North Shore												
Ottawa and New York	1,743	59,576	238	61,557	501	6,492		6,993	592	1,437	3	2,032
Père Marquette		14,561	370	14,931	784	980	112	1,876	760	294	261	1,315
Quebec Central		15,683		15,683		21,466		21,466				
Quebec, Montreal and Southern	1,730	1,468		3,198	12	9,287		9,299	40	2,546		2,586
Quebec Oriental	132	84		216		3,271		3,271	11	39		50
Quebec Railway, Light and Power Co	3,463	151		3,614	729	214		943	133	92		225
Red Mountain			220	220			56	56				
Roberval-Saguenay	263	411		674	165	128		293	60	270		330
Rutland and Noyan			170	170								
Salisbury and Albert	27	367		394	112	1,439		1,551				
St. John and Quebec	1,358	5		1,363	186	10		196	282			282
St. Martins	12	132		144		374		374				
Sydney and Louisburg	21	476		497	75	4,250		4,325	120	684		804
St. Lawrence and Adirondack	2,385	756	330	3,471	3,043	1,756	255	5,054	967	1,196	273	2,436
Temiscouata	385	862		1,247	379	1,732		2,111	43	5		48
Temiskaming and Northern Ontario	5,279	203,443		208,722	195	6,209		6,404	372	1,602		1,974
Thousand Islands	265	105		370		882		882	25	170		195
Toronto, Hamilton and Buffalo	3,759	50,387	5,291	59,437	4,130	65,046	1,336	70,512	3,953	9,110	586	13,649
Vancouver, Victoria and Eastern	12,162	55	2,206	14,423	206	86	765	1,057	626	116	625	1,367
Victoria Terminal Railway and Ferry Co	306	690		996	74			74	654	131		785
Victoria and Sidney, B.C	274	771		1,045		105		105	68	853		921
Wabash (in Canada)	577		475,931	476,508	1,167	258	103,645	105,070	148	297	106,288	106,733
York and Carlton												
Totals	13,315,115	3,641,808	2,000,704	18,957,627	1,709,464	932,016	543,442	3,184,922	705,689	416,934	562,524	1,685,147

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—*Continued.*

Name of Railway.	PRODUCTS OF AGRICULTURE—*Continued.*											
	Hay.				Tobacco.				Cotton.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay	1,492			1,492								
Algoma Eastern	254			254								
Atlantic, Quebec and Western	511	999		1,510								
Bedlington and Nelson (not operating)												
Brandon, Saskatchewan and Hudson Bay	34	31		65								
British Yukon	2,042			2,042	8			8				
Canada and Gulf Terminal	1	579		580	2	8		10				
Canada Southern	18,834	904	54,749	74,487	1,278	444	6,505	8,227			2,3208	23,208
Canadian Government Railways, (Intercolonial)	118,235	13,059		131,294	1,418	682		2,100	1,451	1,441		2,892
Canadian Government Railways, (Prince Edward Island)	5,676			5,676	108	45		153	40	72		112
Canadian Northern System	89,071	12,896	492	102,459	2,899	1,010		3,909	56	261		317
Canadian Pacific	295,687	95,405	20,479	411,571	11,100	4,664	2,385	18,149	2,956	12,150	19,355	34,461
Cape Breton		22			22							
Caraquet and Gulf Shore		800		800								
Crow's Nest Southern		94	12	106								
Cumberland	121	590		711		1		1				
Central Vermont	20,642	24,100		44,742								
Dominion Atlantic	20,898	6,667		27,565	30			30				
Eastern British Columbia		311		311								
Edmonton, Dunvegan and British Columbia	1,314	93		1,407								
Elgin and Havelock	179			179		5		5				
Essex Terminal	100			100								
Esquimalt and Nanaimo	986	2,294		3,280		61		61				
Fredericton and Grand Lake Coal and Railway Co												
Grand Trunk	161,138	30,085	63,218	254,441	2,727	226	4,935	7,888	8,370	1,881	26,893	37,144
Grand Trunk Pacific	4,720	66		4,786	2	32		34	174	90		264
Hereford	655		13	668	2	2		4				
Inverness Railway and Coal Co												
International of New Brunswick	4,559	242		4,801	1	4		5				
Kent Northern												

Kettle Valley	1,131	674	92	1,897								
Lotbinière and Megantic	326			326		5		5				
Maine Central			151	151								
Manitoba Great Northern												
Maritime Coal Railway and Power Co	1,380			1,380		7		7				
Massawippi Valley	184	674	118	976			1	1			41	41
Midland Railway of Manitoba			254	254							13	13
Moncton and Buctouche	198			198								
Montreal and Atlantic	30,181	18,205	60	48,446		231	1,882	2,113		9,840	5,045	14,885
Morrissey, Fernie and Michel		528		528								
Napierville Junction	8,238	30	495	8,763			98	98			288	288
Nelson and Fort Sheppard	73	12	730	815								
National Transcontinental	7,578	1,882		9,460	720	252		972	468	449		917
New Brunswick Coal and Railway Co												
New Brunswick and Prince Edward Island	3,712	1		3,713	1	6		7				
New Westminster Southern	111	544		655								
Northern New Brunswick and Seaboard												
North Shore												
Ottawa and New York	5,989	844	10	6,843	3	90		93	54	98	156	308
Père Marquette		154		154		34	32	66			113	113
Quebec Central												
Quebec, Montreal and Southern	49,716	5,018	43	54,777	24			24		21		21
Quebec Oriental	1,206	169		1,375								
Quebec Railway, Light and Power Co	418	911		1,329	24	1		25		5,191		5191
Red Mountain			698	698								
Roberval-Saguenay	277	874		1,151								
Rutland and Noyan	226	5,197		5,423								
Salisbury and Albert	2,544			2,544								
St. John and Quebec	3,485			3,485		1		1				
St. Martins		102		102								
Sydney and Louisburg	43	7,515		7,558		8		8				
St. Lawrence and Adirondack	5,793	7,378	14	13,185	66	16	236	318	5	10	1,721	1,736
Temiscouata	857	161		1,018	22	15		37	1	2		3
Temiskaming and Northern Ontario	7,310	1,395		8,705		124		124				
Thousand Islands	256	24		280								
Toronto, Hamilton and Buffalo	4,064	1,201	11	5,276	112	76	1,459	1,647			2,592	2,592
Vancouver, Victoria and Eastern	6,719	54	858	7,631					47		332	379
Victoria Terminal Railway and Ferry Co	39	90		129								
Victoria and Sidney, B.C	90	39		129								
Wabash (in Canada)			49,251	49,251			1,564	1,564	173		17,999	18,172
York and Carlton									218	675		893
Total	889,293	242,913	191,748	1,323,954	20,547	8,050	19,097	47,694	14,013	32,181	97,756	143,950

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—*Continued.*

Name of Railway.	PRODUCTS OF AGRICULTURE—*Concluded.*								PRODUCTS OF ANIMALS.			
	Fruit and Vegetables.				Other Products of Agriculture.				Live Stock.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight to mage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight to mage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay..	126	166	.....	292	.....	32	.....	32	223	. 36	.....	259
Algoma Eastern.....	117	.....	.....	117	.....	.....	.....	.....	492	.....	.....	492
Atlantic, Quebec and Western.....	22	63	.....	85	58	461	.....	519	62	148	.....	210
Bedlington and Nelson.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan and Hudson Bay.....	23	.....	1,545	1,568	10	.....	.....	10	192	.....	153	345
British Yukon.....	145	.....	.....	145	71	.....	.....	71	998	.....	.....	998
Canada and Gulf Terminal.....	5	167	.....	172	2,987	2	.....	2,989	584	46	.....	630
Canada Southern.....	29,521	13,251	129,110	171,882	4,037	4,396	83,637	92,070	32,559	4,357	52,834	89,750
Canadian Government Railways, (Intercolonial).....	55,114	16,994	.....	72,108	9,798	8,158	.....	17,956	26,645	2,301	.....	28,946
Canadian Government Railways, (Prince Edward Island).....	9,008	117	.....	9,125	1,408	38	.....	1,446	4,687	4	.....	4,691
Canadian Northern System.....	62,055	14,620	4,626	81,301	236	4,594	.....	4,830	125,502	11,205	601	137,308
Canadian Pacific.....	258,007	62,821	117,325	438,153	89,211	21,569	16,432	127,212	423,011	73,588	15,807	512,406
Cape Breton.....	.....	78	.....	78	.....	.....	.....	.....	41	5	.....	46
Caraquet and Gulf Shore.....	800	.....	.....	800	.....	220	.....	220	35	.....	.....	35
Crow's Nest Southern.....	80	73	98	251	.....	.....	.....	.....	6	14	.....	20
Cumberland.....	36	777	.....	813	20	326	.....	346	3	70	.....	73
Central Vermont.....	234	.....	700	934	1,623	1,623	.....	3,246	4,171	6,042	.....	10,213
Dominion Atlantic.....	54,852	149	40	55,041	497	106	.....	603	2,271	152	.....	2,423
Eastern British Columbia.....	.....	107	.....	107	.....	.....	.....	.....	.....	6	.....	6
Edmonton, Dunvegan and British Columbia.....	1,451	.....	.....	1,451	1,267	.....	.....	1,267	2,740	222	.....	2,962
Elgin and Havelock.....	3	7	.....	10	162	27	.....	189	97	14	.....	111
Essex Terminal.....	.....	400	.....	400	200	300	.....	500	800	70,000	.....	70,800
Esquimalt and Nanaimo.....	353	1,117	.....	1,470	20	174	.....	194	652	309	.....	961
Fredericton and Grand Lake Coal and Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk.....	146,988	12,968	65,033	224,989	61,208	9,064	45,637	115,909	335,832	41,459	62,887	440,178
Grand Trunk Pacific.....	5,302	5,331	.....	10,633	103	.....	.....	103	28,242	1,233	.....	29,475
Hereford.....	12	11	.....	23	27	1	.....	28	170	3	.....	173
Inverness Railway and Coal Co...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
International of New Brunswick...	152	95	.....	247	25	5	.....	30	675	117	.....	792
Kent Northern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kettle Valley.....	1,182	164	14	1,360	.....	20	.....	20	1,337	152	.....	1,489

Lotbinière and Megantic	6	28		34	702	196		898	18			18
Maine Central			1,112	1,112							22	22
Manitoba Great Northern	13		675	688					26	14	22	62
Maritime Coal, Railway and Power Co	22		99	121					32	11		43
Massawippi Valley	327	800	289	1,416	2	72	5	79	1,638	197	787	2,622
Midland Railway of Manitoba			20,591	20,591	63	104	561	728	396	28	79	503
Moncton and Buctouche	959			959					96			96
Montreal and Atlantic	869	11,617	472	12,958	223	7,674	5,140	13,037	5,600	19,202	28	24,830
Morrissey, Fernie and Michel		30		30						20		20
Napierville Junction	60	70	3,708	3,838					776	40	3	819
Nelson and Fort Sheppard			162	162					57	20	125	202
National Transcontinental	11,683	5,784		17,467	3,402	1,327		4,729	5,995	968		6,963
New Brunswick Coal and Railway Co												
New Brunswick and Prince Edward Island	1,180	7		1,187	35	5		40	123	14		137
New Westminster Southern	18	873		891						8		8
Northern New Brunswick and Seaboard												
North Shore												
Ottawa and New York	312	110	329	751	20	102	29	151	2,037	69	7	2,113
Père Marquette	724	18,677	2,381	21,782	497	355	1,770	2,622	27	1,977	100	2,104
Quebec Central					4,499	794		5,293	10,187			10,187
Quebec, Montreal and Southern	208	817	73	1,098					3,580	50		3,630
Quebec Oriental	21	73		94	142	614		756	105	265		370
Quebec Railway, Light and Power Co	363	7		370	120	14		134	342	51		393
Red Mountain	24		281	305					10			10
Roberval-Saguenay	57	24		81					23	10		33
Rutland and Noyan			433	433		371	5	376				
Salisbury and Albert									291	10		301
St. John and Quebec	9,110	31		9,141	120	8		128	216	4		220
St. Martins	60			60	16			16				
Sydney and Louisburg	620	989		1,609	85	1,143		1,228	56	712		768
St. Lawrence and Adirondack	142	834	3,090	4,066	542	432	1,035	2,009	954	224	257	1,435
Temiscouata	632	133		765					376	97		473
Temiskaming and Northern Ontario	2,261	10,564	35	12,860		215	80	295	679	1,251		1,930
Thousand Islands									753	41		794
Toronto, Hamilton and Buffalo	7,268	9,114	3,295	19,677	1,355	4,119	3,895	9,369	2,592	6,534	90	9,216
Vancouver, Victoria and Eastern	5,366	248	5,157	10,771	575	125	617	1,317	694	33	968	1,695
Victoria Terminal Railway and Ferry Co	41	196		237	36	24		60	1	18		19
Victoria and Sidney, B.C	134	110		244	19	41		60	20	3		23
Wabash (in Canada)	5,809	2,025	71,876	79,710	84		50,155	50,239	2,163	171	18,702	21,036
York and Carlton												
Total	673,877	192,637	432,549	1,299,063	185,505	68,851	208,998	463,354	1,031,890	243,525	153,472	1,428,887

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—*Continued.*

Name of Railway.	PRODUCTS OF ANIMALS—*Continued.*											
	Dressed Meats.				Other Packing-House Products.				Poultry, Game and Fish.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay	36	28	.....	64	.....	.....	.....	.....	.....	.....	.....	.....
Algoma Eastern	.....	12	.....	12	.....	.....	.....	.....	.....	.....	.....	.....
Atlantic, Quebec and Western	85	44	.....	129	52	34	.....	86	7,622	499	.....	8,121
Bedlington and Nelson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan and Hudson Bay	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67	67
British Yukon	35	.....	.....	35	96	.....	.....	96	22	.....	.....	22
Canada and Gulf Terminal	39	17	.....	56	157	1	.....	158	16	44	.....	60
Canada Southern	5,797	1,005	120,870	127,672	24,713	6,493	54,864	86,070	1,458	2,886	39,021	43,365
Canadian Government Railways, (Intercolonial)	6,089	11,630	.....	17,719	7,029	23,416	.....	30,445	49,734	3,319	.....	53,053
Canadian Government Railways, (Prince Edward Island)	2,184	16	.....	2,200	1,951	106	.....	2,057	3,748	17	.....	3,765
Canadian Northern System	6,402	1,745	62	8,209	.....	.....	.....	.....	.....	.....	.....	.....
Canadian Pacific	42,501	9,342	50,630	102,473	11,989	15,529	672	28,190	24,957	13,302	47	38,306
Cape Breton	.....	.....	.....	.....	80,943	10,043	163,440	254,426	45,034	21,803	4,367	71,204
Caraquet and Gulf Shore	25	100	.....	125	.....	.....	.....	.....	72	.....	.....	72
Crow's Nest Southern	.....	.....	.....	.....	42	255	.....	297	4,315	19	.....	4,334
Cumberland	4	237	.....	241	1	46	.....	.....	.....	.....	.....	.....
Central Vermont	.....	.....	.....	.....	280	280	.....	280	89	1,011	.....	1,100
Dominion Atlantic	829	57	.....	886	1,011	168	.....	201	168	1,011	.....	4,236
Eastern British Columbia	.....	.....	.....	.....	.....	.....	.....	201	.....	.....	.....	.....
Edmonton, Dunvegan and British Columbia	519	.....	.....	519	627	.....	.....	627	1,559	.....	.....	1,559
Elgin and Havelock	86	13	.....	99	26	.....	.....	26	.....	.....	.....	.....
Essex Terminal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Esquimalt and Nanaimo	.....	2,067	.....	2,067	15	1,630	.....	1,645	1,137	15	.....	1,152
Fredericton and Grand Lake Coal and Railway Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk	91,111	1,465	202,409	249,985	25,927	1,122	47,481	74,530	2,071	6,333	25,701	34,105
Grand Trunk Pacific	306	12	.....	318	2,841	1,330	.....	4,171	3,258	188	.....	3,446
Hereford	2	2	2	6	55	2	7	64	1	3	.....	4
Inverness Railway and Coal Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
International of New Brunswick	86	41	.....	127	32	18	.....	50	4	15	.....	19
Kent Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kettle Valley	.....	.....	.....	.....	.....	12	.....	12	.....	.....	.....	.....

LotBinière and Megantic		2		2		58		58	6	16		22
Maine Central											15	15
Manitoba Great Northern			13	13						23	105	128
Maritime Coal, Railway and Power Co	1	28		29	4	33		37		9		9
Massawippi Valley	150	138	59	347	138		13	151		2,045	240	2,285
Midland Railway of Manitoba			72	72	42		180	222	193	1,908	181	2,282
Moncton & Buctouche					289			289	280			280
Montreal and Atlantic		22,482		22,482	99	15,048	1,208	16,355		4,072	7,118	11,190
Morrissey, Fernie and Michel												
Napierville Junction									19	166		185
Nelson and Fort Sheppard							26	26				
National Transcontinental	841	1,322		2,163	2,027	1,407		3,434	2,653	573		3,226
New Brunswick Coal and Railway Co												
New Brunswick and Prince Edward Island	47	1		48	7	5		12	925	28		953
New Westminster Southern					10			10				
Northern New Brunswick and Seaboard												
North Shore												
Ottawa and New York	4	15		19	290			290	85	71		156
Père Marquette			20	20	79	31	269	379	98	18	67	183
Quebec Central												
Quebec, Montreal and Southern	14			14	27			27	50			50
Quebec Oriental	327	199		526	95	523		618	6,965	175		7,140
Quebec Railway, Light and Power Co	256			256	299	4		303	30			30
Red Mountain												
Roberval-Saguenay	3			3								
Rutland and Noyan												
Salisbury and Albert												
St. John and Quebec	8			8	7	1		8		21		21
St. Martins	2	3		5								
Sydney and Louisburg	6,744	85		6,829	2	1,050		1,052	180	79		259
St. Lawrence and Adirondack	119	485	36	640	404	78	696	1,178	168	8,513	110	8,791
Temiscouata	76	207		283	131			131	6	95		158
Temiskaming and Northern Ontario		485		485		448		448		1,242		1,242
Thousand Islands												
Toronto, Hamilton and Buffalo	588	629	3,336	4,553	6,644	2,437	3,152	12,233	166	2,303	126	2,595
Vancouver, Victoria and Eastern			1,355	1,355	292		179	471	4,368	153	217	4,738
Victoria Terminal Railway and Ferry Co	88	16		104	206	156		362	14	43		57
Victoria and Sidney, B.C	16	88		104	17	345		362	43	14		57
Wabash (in Canada)			32,690	32,690			93,767	93,767	46		46,608	46,654
York and Carlton									124	66		190
Total	165,420	54,018	411,554	630,992	167,994	81,753	365,954	615,701	165,741	71,161	123,990	360,892

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—*Continued.*

Name of Railway.	PRODUCTS OF ANIMALS—*Concluded.*											
	Wool.				Hides and Leather.				Other Products of Animals.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay					19			19	13	24		37
Algoma Eastern									15			15
Atlantic, Quebec and Western	1			1	51	21		72	39	62		101
Bedlington and Nelson												
Brandon, Saskatchewan and Hudson Bay					213			213	41			41
British Yukon					8			8	94			94
Canada and Gulf Terminal	11			11	47	5		52				
Canada Southern	69	3,948	9,432	13,449	1,357	3,725	24,712	29,794	7,047	5,870	88,186	101,103
Canadian Government Railways, (Intercolonial)	4,816	541		5,357	7,272	1,472		8,744	9,663	9,294		18,957
Canadian Government Railways, (Prince Edward Island)	96			96	554	9		563	7,038	3		7,041
Canadian Northern System	879	557		1,436	2,346	2,112	12	4,470	170	512		682
Canadian Pacific	3,460	30,172	515	34,147	24,279	26,439	28,385	79,103	105,070	19,490	23,284	147,844
Cape Breton	5			5	20			20				
Caraquet and Gulf Shore					40			40	82	90		172
Crow's Nest Southern											53	53
Cumberland	3	15		18								
Central Vermont					354	157		511	576	6,731		7,307
Dominion Atlantic	27	53		80	691	60		751	11,255	1,339	393	12,987
Eastern British Columbia												
Edmonton, Dunvegan and British Columbia	5			5	69			69				
Elgin and Havelock	5			5					193	21		214
Essex Terminal									300			300
Esquimalt and Nanaimo						130		130	236	1,134		1,370
Fredericton & Grand Lake Coal & Railway Co												
Grand Trunk	650	700	11,378	12,728	31,918	3,082	45,319	80,319	66,762	1,404	45,921	114,087
Grand Trunk Pacific	47	1		48	1,240	41		1,281	58			58
Hereford	14	2		16	4	1		5	454		1	455
Inverness Railway and Coal Co												
International of New Brunswick					3			3	2	1		3
Kent Northern												
Kettle Valley						22		22				

Lotbinière and Megantic	3	4		7	180	8		188	160	110		270
Maine Central											15	15
Manitoba Great Northern					8	46		54				
Maritime Coal Railway and Power Co					4			4				
Massawippi Valley	13	36	51	100	118	495	49	662	24	66	107	197
Midland Railway of Manitoba		20		20	253	232		485	432	57	432	921
Moncton & Buctouche												
Montreal and Atlantic	42	16,633	2,421	19,096	507	28,773	9,047	38,327	1,097	8,195	15	9,307
Morrissey, Fernie and Michel												
Napierville Junction			30	30		320		320				
Nelson and Fort Sheppard									25		24	49
National Transcontinental	43			43	1,662	520		2,182	719	532		1,251
New Brunswick Coal and Railway Co												
New Brunswick and Prince Edward Island	3			3	5			5	17	1		18
New Westminster Southern									32			32
Northern New Brunswick and Seaboard												
North Shore												
Ottawa and New York			15	15	76	22		98	2,048	651	15	2,714
Père Marquette	49	38	1,269	1,356	33		10,793	10,826	526	419	707	1,652
Quebec Central												
Quebec, Montreal and Southern		10		10								
Quebec Oriental	2			2	10			10	8	13		21
Quebec Railway, Light and Power Co	7	2		9	99	300		399	142			142
Red Mountain											70	70
Roberval-Saguenay												
Rutland and Noyan											38	38
Salisbury and Albert												
St. John and Quebec					12			12	4	1		5
St. Martins									5	6		11
Sydney and Louisburg					24	42		66	5	19		24
St. Lawrence and Adirondack			1	1	209	240	589	1,038	1,028	148	2,208	3,384
Temiscouata	5			5	30	1		31				
Temiskaming and Northern Ontario		25		25		1,069		1,069	40	832		872
Thousand Islands												
Toronto, Hamilton and Buffalo	75	3,914	129	4,118	466	3,357	324	4,147	1,029	6,950	1,010	8,989
Vancouver, Victoria and Eastern	73			73	1,303	28	265	1,596	216		2,356	2,572
Victoria Terminal Railway and Ferry Co	30	3		33	1	1		2	24	75		99
Victoria and Sidney, B.C	3	30		33	1	1		2	50	49		99
Wabash (in Canada)			13,531	13,531			9,868	9,868	1,110		39,612	40,722
York and Carlton												
Total	10,436	56,704	38,772	105,912	75,486	72,731	129,363	277,580	217,849	64,099	204,447	486,395

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—*Continued.*

Name of Railway.	PRODUCTS OF MINES.											
	Anthracite Coal.				Bituminous Coal.				Coke.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay	377			377	36,868			36,868				
Algoma Eastern		5,042		5,042		111,463		111,463		28,083		28,083
Atlantic, Quebec and Western		3,185		3,185		29,748		29,748				
Bedlington and Nelson												
Brandon, Saskatchewan and Hudson Bay	30		2,725	2,755	20		3,295	3,315			47	47
British Yukon					106			106				
Canada and Gulf Terminal					1		195	196				
Canada Southern			1,108,751	1,108,751			615,443	615,443	27,740	78	315,811	343,629
Canadian Government Railways, (Intercolonial)	9,087	23,656		32,743	1,482,080	45,098		1,527,178	10,646	10,160		20,806
Canadian Government Railways, (Prince Edward Island)	269			269	12,072	1		12,073				
Canadian Northern System	13,032	81,752	271,247	366,031	519,361	745,352	43,049	1,307,762	14,600	48,467	1,564	64,631
Canadian Pacific	129,431	1,092,691	24,155	1,246,277	1,231,731	1,062,558	124,501	2,418,790	253,127	102,961	101,417	457,505
Cape Breton						2,702		2,702				
Caraquet and Gulf Shore						4,427		4,427				
Crow's Nest Southern					19,183	19,409		38,592	141,156	215		141,371
Cumberland					322,856			322,856				
Central Vermont	263	14,450	17,001	31,714	332	892	450	1,674				
Dominion Atlantic	2,267	17,091		19,358								
Eastern British Columbia					61,788			61,788				
Edmonton, Dunvegan and British Columbia					7,547			7,547				
Elgin and Havelock												
Essex Terminal		2,000		2,000		13,000		13,000		500		500
Esquimalt and Nanaimo		101		101	23,798	586		24,384		54		54
Fredericton and Grand Lake Coal and Railway Co					93,187			93,187				
Grand Trunk	53,881	138,159	2,074,043	2,266,083	104,989	254,986	1,980,856	2,340,831	14,860	48,644	231,121	294,625
Grand Trunk Pacific	209,587	54,160		263,747					15			15
Hereford	32	170	37	239	145	3,496	495	4,136				
Inverness Railway and Coal Co												
International of New Brunswick					1,487			1,487				
Kent Northern												
Kettle Valley					51,904	210		52,114				

Lotbinière and Megantic												
Maine Central			150	150			53,884	53,884				
Manitoba Great Northern			2,062	2,062			4,506	4,506			22	22
Maritime Coal Railway and Power Co		34		34	274,943	2		274,945				
Massawippi Valley			4,551	4,551		30	577	607			306	306
Midland Railway of Manitoba			17,072	17,072			28,736	28,736			1,073	1,073
Moncton and Buctouche						522		522	191			191
Montreal and Atlantic		7,225	3,016	10,241		40,732	593	41,325		699		699
Morrissey, Fernie and Michel					635,196			635,196				
Napierville Junction			272,357	272,357			9,793	9,793			1,783	1,783
Nelson and Fort Sheppard					40		1,771	1,811			30	30
National Transcontinental	34,732	6,302		41,034	341,390	18,104		359,494	74			74
New Brunswick Coal and Railway Co					31,744			31,744				
New Brunswick and Prince Edward Island		49		49		2,664		2,664				
New Westminster Southern						1,164		1,164				
Northern New Brunswick and Seaboard												
North Shore												
Ottawa and New York			39,652	39,652	14		83,798	83,812	82		911	993
Père Marquette			471,825	471,825			1,788,587	1,788,587	343	1,279	533	2,155
Quebec Central		4,311		4,311		10,062		10,062				
Quebec, Montreal and Southern		12,303	20,187	32,490		9,143	17,448	26,591		2,594	251	2,845
Quebec Oriental		1,365		1,365		16,879		16,879				
Quebec Railway, Light and Power Co	992			992	14,529	33		14,562				
Red Mountain							767	767			33	33
Roberval-Saguenay					460	722		1,182				
Rutland and Noyan												
Salisbury and Albert						431		431				
St. John and Quebec		32		32	205	391		596				
St. Martins		60		60		110		110				
Sydney and Louisburg					4,731,131			4,731,131	350			350
St. Lawrence and Adirondack		31	294,798	294,829		2,053	395,502	397,555		28	19,467	19,495
Temiscouata	5	2		7	37	246		283				
Temiskaming and Northern Ontario	437	9,886	8,051	18,374	620	68,494	11,702	80,816	28	346	701	1,075
Thousand Islands		160		160		1,594		1,594		22		22
Toronto, Hamilton and Buffalo			325,488	325,488			386,389	386,389		49	272,204	272,253
Vancouver, Victoria and Eastern			14	14	9,475	815	4,046	14,336	93		104,698	104,791
Victoria Terminal Railway and Ferry Co					74	162		236				
Victoria and Sidney, B.C.						236		236				
Wabash (in Canada)			171,807	171,807			88,622	88,622			13,175	13,175
York and Carlton										223		223
Total	454,422	1,474,217	5,128,989	7,057,628	10,009,313	2,468,517	5,645,005	18,122,835	463,305	244,402	1,065,147	1,772,854

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—*Continued.*

Name of Railway.	PRODUCTS OF MINES—*Concluded.*											
	Ores.				Stone, Sand and other Like Articles				Other Products of Mines.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay..	450,548	.....	.....	450,548	17,165	30	.....	17,195	52	.....	.....	52
Algoma Eastern.....	1,211,078	44,236	.....	1,255,314	145,248	348	.....	145,596	189	170	.....	359
Atlantic, Quebec and Western	.....	3,090	.....	3,090	7,759	150	.....	7,909	.....	.....	.....	.....
Bedlington and Nelson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan and Hudson Bay.....	.....	.....	.....	.....	80	.....	10	90	.....	.....	.....	.....
British Yukon.....	18,607	.....	.....	18,607	4	.....	.....	4	.....	.....	.....	.....
Canada and Gulf Terminal.....	.....	.....	.....	.....	.....	419	.....	419	.....	.....	.....	.....
Canada Southern.....	.....	15,768	39,553	55,321	206,213	24,552	96,684	327,449	112,625	21,758	142,768	277,151
Canadian Government Railways, (Intercolonial).....	20,032	1,269	.....	21,301	257,670	7,805	.....	265,475	50,317	7,503	.....	57,820
Canadian Government Railways, (Prince Edward Island).....	.....	.....	.....	.....	5,192	47	.....	5,239	1,723	43	.....	1,766
Canadian Northern System.....	374,158	90,378	15	464,551	374,229	73,188	1,405	448,822	5,869	19,927	.....	25,796
Canadian Pacific.....—	1,320,345	64,676	61,675	1,446,696	1,073,428	147,105	14,768	1,235,301	192,148	109,489	26,411	328,048
Cape Breton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Caraquet and Gulf Shore.....	.....	.....	.....	.....	1,666	.....	.....	1,666	.....	.....	.....	.....
Crow's Nest Southern.....	.....	.....	.....	.....	175	.....	45	220	.....	.....	.....	.....
Cumberland.....	.....	.....	.....	.....	18	10	.....	28	.....	.....	.....	.....
Central Vermont.....	.....	.....	.....	.....	.....	822	4,050	4,872	24,163	.....	525	24,688
Dominion Atlantic.....	1,013	.....	.....	1,013	25,606	815	.....	26,421	231	163	.....	394
Eastern British Columbia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Edmonton, Dunvegan and British Columbia.....	.....	.....	.....	.....	13	.....	.....	13	1,556	68	.....	1,624
Elgin and Havelock.....	.....	.....	.....	.....	1,771	.....	.....	1,771	.....	.....	.....	.....
Essex Terminal.....	.....	.....	.....	.....	.....	5,000	.....	5,000	11,000	20,000	.....	31,000
Esquimalt and Nanaimo.....	.....	.....	.....	.....	1,665	30	.....	1,695	66	460	.....	526
Fredericton and Grand Lake Coal and Railway Co.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk.....	537,510	93,210	38,722	669,442	459,565	72,859	226,460	758,884	63,104	36,544	93,058	192,706
Grand Trunk Pacific.....	24,441	.....	.....	24,441	9,268	338	.....	9,606	1,357	2,605	.....	3,962
Hereford.....	.....	.....	.....	.....	302	23	.....	325	1	25	20	46
Inverness Railway and Coal Co....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
International of New Brunswick....	.....	.....	.....	.....	4	.....	.....	4	119	.....	.....	119
Kent Northern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kettle Valley.....	1,973	10,669	13,013	25,655	.....	94	.....	94	.....	.....	.....	.....

Lotbinière and Megantic							1,069	1,069			2,857	2,857
Maine Central							352	352				
Manitoba Great Northern												
Maritime Coal, Railway and Power Co.						171		171				
Massawippi Valley	63,417		12,874	76,291	24,000	8,319	12,743	45,062	7,164	11,847	7,741	26,752
Midland Railway of Manitoba							924	924		1,127	176	1,303
Moncton & Buctouche					2,518			2,518		105		105
Montreal and Atlantic		2,158		2,158	824	16,361	31,263	48,448		9,855	2,493	12,348
Morrissey, Fernie and Michel						95		95				
Napierville Junction		4,208	1,251	5,279	264	6,642	7,054	13,960				
Nelson and Fort Sheppard	10,475		224	10,699			24	24				
National Transcontinental	90,735			90,735	5,539	1,416		6,955	8,949	4,259		13,208
New Brunswick Coal and Railway Co.												
New Brunswick and Prince Edward Island					31,257	639		31,896	660	747		1,407
New Westminster Southern					6,070	70		6,140	53,961	6,220		60,181
Northern New Brunswick and Seaboard												
North Shore												
Ottawa and New York	136	12,116		12,252	613	1,220	933	2,766	269	1,390	443	2,102
Père Marquette		14	216	230	35,968	10,049	12,332	58,349	1,847	1,684	9,886	13,417
Quebec Central	118,441			118,441	4,225			4,225	103,607			103,607
Quebec, Montreal and Southern					3,900	5,242	512	9,654				
Quebec Oriental						243		243				
Quebec Railway, Light and Power Co.	15	60		75	116,364	130		116,494	52			52
Red Mountain			9,199	9,199								
Roberval-Saguenay					80			80				
Rutland and Noyan			2	2			2,518	2,518		55	118	173
Salisbury and Albert	20			20	55			55	21,359			21,359
St. John and Quebec					1			1	2,441	804		3,245
St. Martins					280			280				
Sydney and Louisburg	2,398			2,398	6,811			6,811		1,189		1,189
St. Lawrence and Adirondack		358	152	510	259	2,356	1,388	4,003	41	6,907	4,192	11,14
Temiscouata					2			2				
Temiskaming and Northern Ontario	28,103			28,103	14,362	4,561	218	19,141	227	797	22	1,046
Thousand Islands					1,652			1,652				
Toronto, Hamilton and Buffalo		17,123	1,059	18,182	64,766	21,259	22,600	108,625	322	17,397	19,748	37,467
Vancouver, Victoria and Eastern	742,090	840	37,314	780,244	1,305	26	1,639	2,970	4,376	25	17,759	22,160
Victoria Terminal Railway and Ferry Co	1			1	109	586		695				
Victoria and Sidney, B.C		1		1	3	692		695				
Wabash (in Canada)	3,347		16,402	19,749	7,261		33,642	40,903			203,170	203,170
York and Carlton												
Total	5,018,883	359,994	231,671	5,610,548	2,915,529	413,712	472,633	3,801,874	669,795	283,163	531,387	1,484,345

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—*Continued.*

Name of Railway.	PRODUCTS OF FORESTS.								MANUFACTURES.			
	Lumber.				Other Products of Forests.				Petroleum and Other Oils.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay	1,335	3,067	.....	4,402	137,149	12	.....	137,161	512	.....	.....	512
Algoma Eastern	12,306	514	.....	12,820	16,997	19,211	.....	36,208	197	66	.....	263
Atlantic, Quebec and Western	9,100	1,600	.....	10,700	32,602	868	.....	33,470	.....	227	.....	227
Bedlington and Nelson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan and Hudson Bay	37	59	2,593	2,689	36	24	.....	60	14	.....	300	314
British Yukon	258	.....	.....	258	1,088	.....	.....	1,088	214	.....	.....	214
Canada and Gulf Terminal	14,416	309	.....	14,725	8,055	12	.....	8,067	5	209	.....	214
Canada Southern	10,816	46,282	155,651	212,749	8,887	32,673	44,575	86,135	18,001	7,343	45,962	71,306
Canadian Government Railways, (Intercolonial)	828,102	82,324	.....	910,426	381,740	14,118	.....	395,858	18,677	31,230	.....	49,907
Canadian Government Railways, (Prince Edward Island)	5,628	35	.....	5,663	3,115	22	.....	3,137	2,322	106	.....	2,428
Canadian Northern System	1,307,399	334,996	23,651	1,666,046	2,062,577	288,667	2,165	2,253,409	60,152	19,260	18,672	98,084
Canadian Pacific	1,851,462	370,081	157,834	2,379,377	1,323,038	287,582	26,975	1,637,595	109,500	170,009	42,958	322,467
Cape Breton	3,745	654	.....	4,399	.....	.....	.....	.....	.....	.....	.....	.....
Caraquet and Gulf Shore	11,186	.....	.....	11,186	4,100	.....	.....	4,100	125	435	.....	560
Crow's Nest Southern	31,705	27	206	31,938	150	.....	64	214	24	.....	408	432
Cumberland	28,801	1,865	.....	30,666	76	16	.....	92	.....	121	.....	121
Central Vermont	4,207	41,902	3,026	49,135	740	1,920	.....	2,660	.....	910	.....	910
Dominion Atlantic	69,741	2,258	.....	71,999	9,218	124	.....	9,342	1,908	1,375	.....	3,283
Eastern British Columbia	32,819	.....	.....	32,819	2,980	.....	.....	2,980	.....	.....	.....	.....
Edmonton, Dunvegan and British Columbia	74,663	1,714	.....	76,379	22,406	121	.....	22,527	820	.....	.....	820
Elgin and Havelock	9,778	18	.....	9,796	429	14	.....	443	.....	62	.....	62
Essex Terminal	.....	.....	.....	.....	400	2,000	.....	2,400	.....	3,000	.....	3,000
Esquimalt and Nanaimo	207,311	210	.....	207,521	29,630	91	.....	29,721	3,482	2,513	.....	5,995
Fredericton and Grand Lake Coal and Railway Co	4,058	.....	.....	4,508	3,580	.....	.....	3,580	.....	.....	.....	.....
Grand Trunk	671,585	175,105	175,820	1,022,510	696,188	662,957	79,069	1,438,214	218,378	12,091	146,131	376,600
Grand Trunk Pacific	46,427	45,319	.....	91,746	223	121	.....	344	7,400	6,786	.....	14,186
Hereford	6,944	29	2	6,975	73,453	58	82	73,593	3	34	232	269
Inverness Railway and Coal Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
International of New Brunswick	24,663	648	.....	25,311	46,591	73	.....	46,664	29	24	.....	53
Kent Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kettle Valley	18,206	25,246	1,074	44,526	46,954	168	1,822	48,944	.....	2,100	.....	2,100

Lotbinière and Megantic	10,432	225		10,657	41,286			41,286		248		248
Maine Central			20,578	20,578			65,305	65,305			303	303
Manitoba Great Northern	552	200	2,937	3,689	1,671	22	28	1,721			431	431
Maritime Coal, Railway and Power Co.	466	1,680		2,146					25	253		278
Massawippi Valley	11,565	130,152	1,982	143,699	8,976	111,878	8,602	129,456		3,300	137	3,437
Midland Railway of Manitoba	412	719	4,534	5,665		74	177	251	18		16,352	16,370
Moncton and Buctouche	3,729			3,729	7,477			7,477		14		14
Montreal and Atlantic	18,479	65,247	1,428	85,154	23,360	38,548	8,890	70,788	325	7,482	110	7,917
Morrissey, Fernie and Michel		16,844		16,844						85		85
Napierville Junction	80	7,809	244	8,133		105,745	43	105,798		141	3,131	3,272
Nelson and Fort Sheppard	12,046		100	12,146	262			262			330	330
National Transcontinental	156,547	19,096		175,643	117,806	3,882		121,688	23,074	2,672		25,746
New Brunswick Coal and Railway Co.	6,355			6,355	3,355			3,355				
New Brunswick and Prince Edward Island	7,730	2,959		10,689	1,507	93		1,600	113	90		203
New Westminster Southern					207	736		943				
Northern New Brunswick and Seaboard												
North Shore												
Ottawa and New York	5,762	36,625	662	43,049	7,484	42,155	544	50,183	193	875	534	1,602
Père Marquette		13,334	3,855	17,189	1,498	334	6,374	8,206	162	1,594	6,589	8,345
Quebec Central	110,476			110,476	350,512			350,512		5,856		5,856
Quebec, Montreal and Southern	3,917	17,439	17	21,373	1,512	130,629		132,141		1,840	21	1,861
Quebec Oriental	7,116	1,864		8,980	22,715	814		23,529		501		501
Quebec Railway, Light and Power Co.	22,024	439		22,463	17,761	437		18,198	197	90		287
Red Mountain	39		4,428	4,467	291		5,390	5,681			220	220
Roberval-Saguenay	1,256	17		1,273	106,156	511		106,667	5	39		44
Rutland and Noyan		26,630		26,630		107,396		107,396			495	495
Salisbury and Albert	14,127	240		14,367					52	77		129
St. John and Quebec	3,244	170		3,414	12,321	30		12,351	8	10		18
St. Martins	14,461			14,461	560			560				
Sydney and Louisburg	17,425	47,581		65,006	380	887		1,267	742	2,912		3,654
St. Lawrence and Adirondack	3,608	118,611	2,399	124,618	2,176	17,530	3,817	23,523	2,638	958	5,551	9,147
Temiscouata	144,109	780		144,889					129	375		504
Temiskaming and Northern Ontario	111,406	8,710		120,116	177,940	2,333		180,273	83	5,932		6,015
Thousand Islands	42	1,889		1,931								
Toronto, Hamilton and Buffalo	2,909	58,159	10,622	71,690	1,168	24,501	1,285	26,954	751	5,004	16,338	22,093
Vancouver, Victoria and Eastern	103,800	44,925	7,911	156,636	6,090	470	433	6,993	2,198	32	8,582	10,812
Victoria Terminal Railway and Ferry Co.	2,803	121		2,924	362	3,879		4,241	118	349		467
Victoria and Sidney B.C.	50	2,874		2,924	5,867	502		6,369	120	348		468
Wabash (in Canada)	805	4,434	116,965	122,204		353	14,109	14,462			31,836	31,836
York and Carlton	3,775	286		4,061								
Total	6,088,247	1,764,321	698,519	8,551,087	5,833,102	1,904,591	269,749	8,007,442	472,714	298,978	345,623	1,117,315

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—*Continued.*

Name of Railway.	MANUFACTURES—*Continued.*											
	Sugar.				Naval Stores.				Iron, Pig and Bloom.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay	41			41	60			60	5,757			5,757
Algoma Eastern					41			41	47			47
Atlantic, Quebec and Western		475		475						310		310
Bedlington and Nelson												
Brandon, Saskatchewan and Hudson Bay			16	16								
British Yukon	258			258					240			240
Canada and Gulf Terminal	14	322		336								
Canada Southern	2,653	3,518	67,717	73,888	52	18	231	301	8,836	2,342	49,402	60,580
Canadian Government Railways, (Intercolonial)	80,181	7,297		87,478	18,055	15,724		33,779	244,335	21,065		265,400
Canadian Government Railways, (Prince Edward Island)	1,022	544		1,566	10	15		25	46	112		158
Canadian Northern System	24,734	8,509	140	33,383	2,031	1,563		3,594	60,633	28,302	3,160	92,095
Canadian Pacific	113,089	52,762	1,399	167,250	1,009	812	245	2,066	99,975	153,071	36,858	289,904
Cape Breton									50			50
Caraquet and Gulf Shore	12	280		292								
Crow's Nest Southern												
Cumberland		206		206						19		19
Central Vermont	93	750		843			30,020	30,020				
Dominion Atlantic	589	1,197	1	1,787	19	17		36	618	111		729
Eastern British Columbia												
Edmonton, Dunvegan and British Columbia	1,066	143		1,209								
Elgin and Havelock		38		38								
Essex Terminal		100		100						75,500		75,500
Esquimalt and Nanaimo		3,910		3,910	128			128	229	691		920
Fredericton and Grand Lake Coal and Railway Co												
Grand Trunk	44,897	10,015	107,105	162,017	2,137		296	2,433	221,329	12,798	35,698	269,825
Grand Trunk Pacific	264	1,085		1,349					237	1,504		1,741
Hereford	61	27	1	89						14		14
Inverness Railway and Coal Co												
International of New Brunswick	7	1		8	12			12	1	3		4
Kent Northern												
Kettle Valley		102		102								

Lotbinière and Megantic												
Maine Central											359	359
Manitoba Great Northern												
Maritime Coal, Railway and Power Co.	5	62		67				95				95
Massawippi Valley	739	262	745	1,746		384	576	960				
Midland Railway of Manitoba			209	209			593	593				
Moncton and Buctouche								45				45
Montreal and Atlantic	165	9,977	157	10,299		518		518	599	19,614		20,213
Morrissey, Fernie and Michel												
Napierville Junction		33	20	53						555	22,537	23,092
Nelson and Fort Sheppard												
National Transcontinental	5,232	4,243		9,475	1,380	449		1,829	10,844	2,866		13,710
New Brunswick Coal and Railway Co												
New Brunswick and Prince Edward Island	16	5		21		1		1	10	7		17
New Westminster Southern												
Northern New Brunswick and Seaboard												
North Shore												
Ottawa and New York	59	120		179		66	64	130	20	196	163	379
Père Marquette	2,357	778	37,697	40,832		35	252	287		1,521	7,817	9,338
Quebec Central		4,259		4,259						3,726		3,726
Quebec, Montreal and Southern		154		154					1,655	2,267	2,048	5,970
Quebec Oriental		101		101					86	516		602
Quebec Railway, Light and Power Co	246	20		266	95	7		102	719	33		752
Red Mountain												
Roberval-Saguenay									11			11
Rutland and Noyan										28	697	725
Salisbury and Albert	2	51		53					254	239		493
St. John and Quebec	3	1		4	8	1		9	1	45		46
St. Martins												
Sydney and Louisburg	45	864		909					9,651	217		9,868
St. Lawrence and Adirondack	19	76	110,577	110,672	552	376	1,219	2,147	51	108	1,840	1,999
Temiscouata	71	98		169					3			3
Temiskaming and Northern Ontario	30	1,848		1,878						557	65	622
Thousand Islands												
Toronto, Hamilton and Buffalo	20,62	3,004	891	5,957	4	54	2	60	16,243	1,900	28,961	47,104
Vancouver, Victoria and Eastern	134		229	363			61	61			271	271
Victoria Terminal Railway and Ferry Co	56	24		80	8	2		10	26	88		114
Victoria and Sidney, B.C.		80		80		10		10		115		115
Wabash (in Canada)		304	20,095	20,399			2,556	2,556	1,636		54,745	56,381
York and Carlton												
Total	280,222	117,645	346,999	744,866	25,601	20,052	36,115	81,768	684,282	330,440	244,621	1,259,343

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—*Continued.*

Name of Railway.	MANUFACTURES—*Continued.*											
	Iron and Steel Rails.				Other Castings and Machinery.				Bar and Sheet Metal.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay	49,648			49,648	1,130	116		1,246	13,172			13,172
Algoma Eastern	2,093			2,093	2,069	454		2,523	466	163		629
Atlantic, Quebec and Western		240		240	110	1,106		1,216				
Bedlington and Nelson												
Brandon, Saskatchewan and Hudson Bay			23	23	151		667	818			22	22
British Yukon	15			15	1,004			1,004				
Canada and Gulf Terminal		42		42	23	170		193		56		56
Canada Southern	263	4,269	10,303	14,835	53,112	25,213	137,008	215,333	14,771	12,979	214,915	242,665
Canadian Government Railways, (Intercolonial)	129,822	7,864		137,686	86,724	53,378		140,102	106,639	21,308		127,917
Canadian Government Railways, (Prince Edward Island)	212	3		215	1,047	150		1,197	116	104		220
Canadian Northern System	49,605	19,114	184	68,903	52,399	24,455	3,151	80,005	14,173	14,480	14,042	42,695
Canadian Pacific	37,645	54,422	46,582	138,649	149,728	133,195	31,834	314,757	32,473	141,747	104,267	278,487
Cape Breton												
Caraquet and Gulf Shore	80	120		200								
Crow's Nest Southern			38	38	66		61	127			31	31
Cumberland		15		15	4	518		522		18		18
Central Vermont	735	1,225		1,960								
Dominion Atlantic	350	366		716	844	880		1,724	48	63	22	133
Eastern British Columbia						174		174				
Edmonton, Dunvegan and British Columbia					4,250	409		4,659				
Elgin and Havelock	42	43		85	3	20		23				
Essex Terminal		4,500		4,500	1,300	1,000		2,300				
Esquimalt and Nanaimo	75	266		341	543	1,716		2,259	286	2,218		2,504
Fredericton and Grand Lake Coal and Railway Co												
Grand Trunk	99,260	23,577	133,691	256,528	144,990	7,876	100,635	253,481	96,156	1,451	22,519	120,126
Grand Trunk Pacific	5,659	7,439		13,098	5,014	3,458		8,472	2,190	357		2,547
Hereford	446	1	15	462	56	42	15	113		26	15	41
Inverness Railway and Coal Co												
International of New Brunswick	20			20	64	141		205				
Kent Northern												
Kettle Valley	324	607		931	520	3,665	12	4,197		1,283		1,283

Lotbinière and Megantic					215	179		394		6		6
Maine Central							813	813			146	146
Manitoba Great Northern					274	11	514	799	232		1,230	1,462
Maritime Coal, Railway and Power Co.					132	140		272		11		11
Massawippi Valley	65	150	848	1,063	162	118	977	1,257	65	14	464	543
Midland Railway of Manitoba			493	493	133		4,543	4,676			3,221	3,221
Moncton and Buctouche						154		154				
Montreal and Atlantic	45	1,240		1,285	617	4,497	5,358	10,472		38,950		38,950
Morrissey, Fernie and Michel		165		165								
Napierville Junction			93	93	10	442	5,150	5,602		500	12,775	13,275
Nelson and Fort Sheppard			34	34	269	87	170	526			44	44
National Transcontinental	23,972	3,010		26,982	20,313	9,586		29,899	1,084	2,497		3,581
New Brunswick Coal and Railway												
New Brunswick and Prince Edward Island		1		1	268	131		399	13	34		47
New Westminster Southern	77	19		96	134	539		673		169		169
Northern New Brunswick and Seaboard												
North Shore												
Ottawa and New York	1	89		90	300	1,938	708	2,946	212	3,632	2,037	5,881
Père Marquette			185	185		2,338	13,514	15,852	275	7,433	4,398	12,106
Quebec Central		1,597		1,597		3,194		3,194		5,323		5,323
Quebec, Montreal and Southern					959	1,578	997	3,534	614	2,090		2,704
Quebec Oriental		719		719								
Quebec Railway, Light, and Power Co	96			96	1,005	1,229		2,234	63			63
Red Mountain			15	15			23	23				
Roberval-Saguenay	284	180		464	174	100		274				
Rutland and nad Noyan							130	130				
Salisbury and Albert						42		42				
St. John and Quebec					243	53		296	1	3		4
St. Martins						122		122				
Sydney and Louisburg	150	1,643		1,793	32,235	5,089		37,324	679	72		751
St. Lawrence and Adirondack			200	200	421	165	3,161	3,747	2,157	165	6,024	8,346
Temiscouata	3	16		19	155	93		248	4	24		28
Temiskaming and Northern Ontario	1,077	985	51	2,113	1,746	10,159	578	12,483	251	3,536		3,787
Thousand Islands					985	65		1,050	351	6,072		6,423
Toronto, Hamilton and Buffalo	730	2,784	6,559	10,073	31,730	11,310	25,171	68,211	13,192	40,200	158,393	211,785
Vancouver, Victoria and Eastern	346	123	3,816	4,285	967	476	11,468	12,911	102		9,694	9,796
Victoria Terminal Railway and Ferry Co	100	75		175	429	769		1,198	27	211		238
Victoria and Sidney, B.C	15	160		175	23	1,177		1,200		238		238
Wabash (in Canada)	393		6,146	6,539	138	1,561	54,656	56,355		10,098	42,195	52,293
York and Carlton					63	549		612				
Total	403,648	137,069	209,276	749,993	599,251	316,007	401,314	1,316,572	299,812	317,531	596,454	1,213,797

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—*Continued.*

Name of Railway.	MANUFACTURES—*Continued.*											
	Cement, Brick and Lime.				Agricultural Implements.				Wagons, Carriages, Tools, etc.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay	2,840	.....	.....	2,840	.....	.....	.....	.....	30	.....	.....	30
Algoma Eastern	4,233	1,627	.....	5,860	.....	.....	.....	.....	.....	.....	.....	.....
Atlantic, Quebec and Western	.....	400	.....	400	62	808	.....	870	10	125	.....	135
Bedlington and Nelson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan and Hudson Bay	15	.....	15	30	72	10	262	344	.....	.....	59	59
British Yukon	13	.....	.....	13	.....	.....	.....	.....	14	.....	.....	14
Canada and Gulf Terminal	341	462	.....	803	3	137	.....	140	3	44	.....	47
Canada Southern	40,537	32,344	91,198	164,079	6,343	11,450	13,045	30,838	142,445	3,487	74,495	220,427
Canadian Government Railways (Intercolonial)	111,664	35,710	.....	147,374	8,225	3,855	.....	12,080	22,251	5,907	.....	28,158
Canadian Government Railways (Prince Edward Island)	993	437	.....	1,430	528	21	.....	549	349	23	.....	372
Canadian Northern System	256,076	45,876	2,850	304,802	32,092	6,164	4,610	42,866	13,480	3,662	2,274	19,416
Canadian Pacific	493,842	215,819	11,822	721,483	71,000	35,248	12,827	119,075	28,427	29,284	5,935	63,646
Cape Breton	2,912	.....	.....	2,912	17	.....	.....	17	7	.....	.....	7
Caraquet and Gulf Shore	.....	150	.....	150	.....	100	.....	100	.....	50	.....	50
Crow's Nest Southern	.....	.....	574	574	.....	.....	.....	.....	.....	.....	.....	.....
Cumberland	.....	220	.....	220	2	9	.....	11	.....	4	.....	4
Central Vermont	2,255	2,550	.....	4,805	.....	.....	.....	.....	.....	.....	.....	.....
Dominion Atlantic	6,282	1,519	.....	7,801	165	170	.....	335	55	162	.....	217
Eastern British Columbia	.....	173	.....	173	.....	.....	.....	.....	.....	.....	.....	.....
Edmonton, Dunvegan and British Columbia	1,187	326	.....	1,513	1,258	66	.....	1,324	249	.....	.....	249
Elgin and Havelock	.....	.....	.....	.....	5	17	.....	22	.....	7	.....	7
Essex Terminal	1,200	13,000	.....	14,200	.....	.....	.....	.....	400	.....	.....	400
Esquimalt and Nanaimo	853	37	.....	890	20	23	.....	43	606	13	.....	619
Fredericton and Grand Lake Coal and Railway Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Trunk	413,958	37,916	110,324	562,198	52,969	227	17,422	70,618	43,234	9,289	29,886	82,409
Grand Trunk Pacific	9,811	340	.....	10,151	2,109	4,587	.....	6,696	350	4,764	.....	5,114
Hereford	13,402	408	1	13,811	25	22	7	54	.....	10	1	11
Inverness Railway and Coal Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
International of New Brunswick	43	64	.....	107	47	4	.....	51	35	27	.....	62
Kent Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kettle Valley	240	3,276	.....	3,516	.....	10	.....	10	31	5	.....	36

Lotbinière and Megantic	55	194		249	110	160		270	9	42		51
Maine Central			2,763	2,763							10	10
Manitoba Great Northern			288	288	62	100	491	653			525	525
Maritime Coal, Railway and Power Co.	63	147		210	1	8		9	1	11		12
Massawippi Valley	3,532	1,698	1,389	6,619	4	4	40	48	132	200	12	344
Midland Railway of Manitoba	105		1,090	1,195	68		3,894	3,962	15		4,628	4,643
Moncton and Buctouche										7		7
Montreal and Atlantic	252	6,063	277	6,592	77	1,044	69	1,190	44	3,698	188	3,930
Morrissey, Fernie and Michel			70	70								
Napierville Junction	5	618	1,573	2,196			165	165				
Nelson and Fort Sheppard	45		192	237	17			17	10		12	22
National Transcontinental	8,778	3,345		12,123	7,301	13,59		8,660	4,209	971		5,180
New Brunswick Coal and Railway Co.												
New Brunswick and Prince Edward Island	72	169		241	1	15		16	3	2		5
New Westminster Southern	115	3,323		3,438	60			60				
Northern New Brunswick and Seaboard												
North Shore												
Ottawa and New York	3,460	1,726	2,043	7,229	242	8		250	8	295	10	313
Père Marquette	1,115	12,190	3,054	16,359	350	1,715	2,508	4,573	271	139	7,709	8,119
Quebec Central	15,991			15,991		7,453		7,453		2,129		2,129
Quebec, Montreal and Southern	628	5,197	88	5,913	195	55		250	41	118		159
Quebec Oriental	238	1,874		2,112	83	392		475		506		506
Quebec Railway, Light and Power Co.	23,762	934		24,696	288	22		310	44	1		45
Red Mountain			2,985	2,985							6	6
Roberval-Saguenay	41	107		148					8			8
Rutland and Noyan			149	149						113	1,854	1,967
Salisbury and Albert		196		196		4		4		2		2
St. John and Quebec	158	183		341	26	5		31	2	7		9
St. Martins		20		20						4		4
Sydney and Louisburg	3,595	5,038		8,633	3	2		5	8	24		32
St. Lawrence and Adirondack	747	1,664	9,127	11,538	1	12	8	21	13	157	181	351
Temiscouata	226	579		805	49	82		131	53	64		117
Temiskaming and Northern Ontario	1,150	9,845	68	11,063		3,456		3,456	110	4,831	6	4,947
Thousand Islands						561		561				
Toronto, Hamilton and Buffalo	8,307	20,557	42,177	71,041	28,488	2,383	2,031	32,902	4,527	1,611	2,064	8,202
Vancouver, Victoria and Eastern	5,411	560	1,498	7,469	88		116	204	54	14	1,287	1,355
Victoria Terminal Railwny and Ferry Co.	110	459		569	31	21		52	26	23		49
Victoria and Sidney, B.C.	713	558		1,271	5	48		53	1	48		49
Wabash (in Canada)	108		19,876	19,984	65		14,572	14,637	12,146	44	39,591	51,781
York and Carlton												
Total	1,441,479	469,898	305,491	2,216,868	212,557	81,837	72,067	366,461	273,711	71,924	170,733	516,368

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—*Continued.*

Name of Railway.	MANUFACTURES—*Continued.*											
	Wines, Liquors, and Beers.				Household Goods and Furniture.				Other Manufactures.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay	73			73	22			22	3,237		23	3,260
Algoma Eastern	157			157	10			10	8,752	318		9,070
Atlantic, Quebec and Western	54	620		674	370	692		1,062	469	1,092		1,561
Bedlington and Nelson												
Brandon, Saskatchewan and Hudson Bay					88		90	178			430	430
British Yukon	196			196	13			13	540			540
Canada and Gulf Terminal	1	79		80	119	113		232	20	12		32
Canada Southern	3,953	2,723	10,555	17,231	6,739	2,717	32,748	42,204	259,915	98,877	1,030,172	1,388,964
Canadian Government Railways (Intercolonial)	6,879	3,708		10,587	12,454	7,518		19,972	399,623	147,656		547,279
Canadian Government Railways (Prince Edward Island)	177	245		422	811	70		881	11,461	2,030		13,491
Canadian Northern System	43,386	15,635	1,217	60,238	37,386	6,853	2,619	46,858	160,557	191,731	27,960	380,248
Canadian Pacific	46,746	19,088	3,388	69,222	62,275	13,149	2,834	78,258	1,117,113	540,775	203,761	1,861,649
Cape Breton												
Caraquet and Gulf Shore					12	170		182	75	2,500		2,575
Crow's Nest Southern	45		24	69		10	13	23	12		322	334
Cumberland		197		197	14	185		199	102	264		366
Central Vermont		728		728	491	301	2,027	2,819	4,357	2,954	5,208	12,339
Dominion Atlantic	52	45		97	1,622	465		2,087				
Eastern British Columbia						10		10	6,345	5,147		
Edmonton, Dunvegan and British Columbia	54			54	6,205	1,627		7,832				11,653
Elgin and Havelock					30	60		90	1,261			1,261
Essex Terminal	1,395			1,395	200			200	255	425	161	680
									32,000			32,000
Esquimalt and Nanaimo	736	736		1,472	533	199		732	13,158	4,408		17,566
Fredericton and Grand Lake Coal and Railway Co												
Grand Trunk	40,285	45	15,827	56,157	52,010	2,115	24,387	78,512	324,096	129,,03	29,,284	751,083
Grand Trunk Pacific	743	1,594		2,337	6,889	3,928		10,817	3,910	11,589		15,499
Hereford	41	89	9	139	55	69	14	138	934	191	335	1,460
Inverness Railway and Coal Co												
International of New Brunswick	23	4		27	837	272		1,109	9,040	465		9,505
Kent Northern												

Kettle Valley		259		259	63	215		278	552	3,273	1	3,826
London and Port Stanley												
Lotbinière and Megantic	61	12		73	239	51		290	345	313		658
Maine Central			31	31							85,689	85,689
Manitoba Great Northern					74	50	79	203	110		189	299
Maritime Coal, Railway and Power Co.	1	23		24	43	74		117				
Massawippi Valley	73	37	34	144	309	513	90	912	21,137	18,136	2,242	41,515
Midland Railway of Manitoba	19		61	80	54	84	1,442	1,580	278		9,169	9,447
Moncton and Buctouche										55		55
Montreal and Atlantic	80	2,741		2,821	1,479	1,035	96	2,610	5,027	45,347	157,975	208,349
Morrissey, Fernie and Michel										60		60
Napierville Junction					26	33	18	77	25	41,435	13,206	54,666
Nelson and Fort Sheppard			57	57					22		129	151
National Transcontinental	4,469	1,476		5,945	5,575	4,091		9,666	60,594	43,050		103,644
New Brunswick Coal and Railway Co.									750	1,245		1,995
New Brunswick and Prince Edward Island	2	18		20	45	14		59	1,509	647		2,156
New Westminster Southern					20	29		49	171	77		248
Northern New Brunswick and Seaboard												
North Shore												
Ottawa and New York	559	112	45	716	243	41	17	301	37,959	80,301	3,917	122,177
Père Marquette	109	207	224	540	702	479	2,058	3,239				
Quebec Central	3,992	1,597		5,589	3,327	6,388		9,715	82,909	11,712		94,621
Quebec, Montreal and Southern	26	259		285	347	105		452	853	5,152		6,005
Quebec Oriental	25	128		153	76	115		191	20	943		963
Quebec Railway, Light and Power Co	349	7		356	213	111		324	9,327	464		9,791
Red Mountain			28	28			49	49	11		83	94
Roberval-Saguenay	24			24	29	20		49	88,486	9,290		97,776
Rutland and Noyan						4	28	32				
Salisbury and Albert						24		24	92	800		892
St. John and Quebec	12	8		20	104	32		136	7,211	276		7,487
St. Martins						26		26		48		48
Sydney and Louisburg	505	1,440		1,945	73	961		1,034	2,040	7,147		9,187
St. Lawrence and Adirondack	429	255	83	767	471	367	232	1,070	9,092	22,380	30,763	62,235
Temiscouata	106	95		201	141	101		242				
Temiskaming and Northern Ontario	82	3,038	114	3,234	205	7,219		7,424	49,143	23,417	1,027	73,587
Thousand Islands												
Toronto, Hamilton and Buffalo	2,720	1,831	165	4,716	2,192	2,413	1,167	5,772	51,932	75,650	104,874	232,456
Vancouver, Victoria and Eastern	63	6	235	304	676	43	467	1,186	2,904		7,744	10,648
Victoria Terminal Railway and Ferry Co	57	17		74	44	47		91	182	278		460
Victoria and Sidney, B.C		74		74	25	76		101	266	444		710
Wabash (in Canada)			19,239	19,239			24,660	24,660	6,603	1,036	336,383	344,022
York and Carlton												
Total	158,759	59,176	51,336	269,271	205,980	65,284	95,135	336,399	2,796,782	1,533,136	2,318,844	6,648,762

TABLE 12.—SUMMARY of Freight Traffic Movement for the Year ending June 30, 1916—*Concluded.*

Name of Railway.	MERCHANDISE.				MISCELLANEOUS. Other Commodities.				GRAND TOTAL.			
	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.	Originating on this Road.	Received from other Roads in Canada.	Received from U.S. Roads.	Total freight tonnage.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Algoma Central and Hudson Bay	5,172	.....	.....	5,172	2,069	304	.....	2,373	729,182	7,476	.....	736,658
Algoma Eastern	7,269	801	.....	8,070	3,832	.....	.....	3,832	1,416,492	212,622	.....	1,629,114
Atlantic, Quebec and Western	623	2,631	.....	3,254	878	3,264	.....	4,142	60,619	55,199	.....	115,818
Bedlington and Nelson (not operating)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan and Hudson Bay	1,813	28	162	1,373	291	12	84	387	36,200	195	12,685	49,080
British Yukon	6,592	.....	.....	6,592	1,905	.....	.....	1,905	37,234	.....	.....	37,234
Canada and Gulf Terminal	.....	.....	.....	.....	391	297	.....	688	27,260	5,303	.....	32,563
Canada Southern	3,621	214	8,979	12,814	42,200	42,415	79,454	164,069	1,177,621	608,889	6,237,975	8,024,485
Canadian Government Railways, (Intercolonial)	155,434	44,942	.....	200,376	148,968	13,158	.....	162,126	5,064,190	1,118,759	.....	6,182,949
Canadian Government Railways, (Prince Edward Island)	8,732	1,054	.....	9,786	5,074	622	.....	5,696	110,095	6,761	.....	116856o
Canadian Northern System	329,255	104,467	24,658	458,380	294,332	71,276	12,589	378,197	9,781,735	3,098,024	473,621	13,353,380
Canadian Pacific	1,486,913	359,414	184,829	2,031,156	271,355	68,435	26,029	365,819	21,139,674	6,093,794	2,043,404	29,276,872
Cape Breton	1,290	250	.....	1,540	331	1,933	.....	2,264	5,556	9,292	.....	14,848
Caraquet and Gulf Shore	5,500	3,872	.....	3,972	.....	.....	.....	.....	28,095	16,138	.....	44,413
Crow's Nest Southern	749	79	540	1,368	.....	.....	26	26	913,403	20,021	2,592	216,016
Cumberland	16	320	.....	336	145	276	.....	421	352,259	12,350	.....	364,609
Central Vermont	8,058	25,400	29,118	62,576	390	30,044	25,552	55,986	78,317	284,076	117,747	480,140
Dominion Atlantic	3,553	14,093	3,788	21,434	23,052	4,886	.....	27,938	255,868	81,826	6,703	344,397
Eastern British Columbia	.....	866	.....	866	.....	54	.....	54	97,587	1,998	.....	99,585
Edmonton, Dunvegan and British Columbia	8,962	.....	.....	8,962	.....	.....	.....	.....	159,906	7,224	.....	167,130
Elgin and Havelock	61	43	.....	104	5	4	.....	9	13,273	2,587	.....	15,860
Essex Terminal	.....	.....	.....	.....	2,000	1,547	.....	3,547	51,295	215,147	.....	266,442
Esquimalt and Nanaimo	11,692	12,277	.....	23,969	2,198	28	.....	2,226	304,016	58,462	.....	362,478
Fredericton and Grand Lake Coal Railway Co	1,800	6,838	.....	8,638	.....	.....	.....	.....	102,625	7,038	.....	109,663
Grand Trunk	476,348	31,072	375,728	883,148	646,038	62,715	444,984	1,153,737	8,423,940	2,337,291	8,299,571	19,060,802
Grand Trunk Pacific	46,599	2,984	.....	49,583	12,995	3,349	.....	16,344	1,805,726	166,328	.....	1,972,054
Hereford	1,771	1,182	195	3,148	99	12	84	195	100,075	7,422	2,284	109,781
Inverness Railway and Coal Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
International of New Brunswick	98	.....	.....	98	2,372	322	.....	2,694	92,133	2,946	.....	95,079
Kent Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Kettle Valley	1,868	7,644	77	9,609		1,568		1,568	126,828	64,061	16,221	207,110
Lotbinière and Megantic					263	348		611	54,650	3,210		57,860
Maine Central			3,534	3,534			31	31			239,994	239,994
Manitoba Great Northern	569	91	148	808	58	6,160	267	6,485	54,522	37,113	15,126	106,761
Maritime Coal, Railway and Power Co					104	647		751	277,626	4,450		282,076
Massawippi Valley	2,231	10,567	16,703	29,501	3,224	4,238	24,014	31,476	150,721	325,721	105,400	581,842
Midland Railway of Manitoba	740	53	6,355	7,148	1,396	181	2,099	3,676	4,999	31,581	134,059	170,639
Moncton and Buctouche		4,158		4,158					15,782	5,359		21,141
Montreal and Atlantic	11,435	52,070	81,154	144,659	640	4,753		5,393	103,755	1,294,030	326,358	1,724,143
Morrissey, Fernie and Michel		1,965	20	1,985					635,196	20,152	90	655,438
Napierville Junction	131	1,007	1,967	3,105	79	6,791	10,735	17,605	11,358	177,060	368,611	557,029
Nelson and Fort Sheppard	1,609	49	670	2,228	96	6		102	25,297	375	5,102	30,774
National Transcontinental	5,692	4,187		9,879	16,984	13,417		30,401	1,274,337	1,389,706		2,664,043
New Brunswick Coal and Railway Co									42,204	2,694		44,898
New Brunswick and Prince Edward Island	205	146		351	1,648	518		2,166	52,171	9,138		61,309
New Westminster Southern	1,585	1,705		3,290	1,525	382		1,907	64,394	16,256		80,650
Northern New Brunswick and Seaboard												
North Shore												
Ottawa and New York					916	1,389	905	3,210	72,286	253,871	138,188	464,345
Père Marquette	64,028	174,922	907	239,857	3,517	58,596	272	62,385	116,119	326,179	2,399,056	2,841,354
Quebec Central	15,970	49,507		65,477	3,992	15,970		19,962	828,128	171,027		999,155
Quebec, Montreal and Southern	9,717	10,860	8	20,585	2,828	4,897	32	7,757	82,593	231,139	41,725	355,457
Quebec Oriental	1,622	3,648		5,270	1,810	2,634		4,444	42,815	38,667		81,482
Quebec Railway, Light and Power Co					1,152	657		1,809	215,718	11,612		227,330
Red Mountain	58	115	573	746	13			13	446	115	25,124	25,685
Roberval-Saguenay	296	155		451	1,093	218		1,311	199,251	13,076		212,327
Rutland and Noyan		121	526	647					2,6	139,915	7,163	147,304
Salisbury and Albert					183	647		830	39,118	4,569		43,687
St. John and Quebec	718	106		824	957	53		1,010	4,45	,92		44,744
St. Martins	54	2,811		2,865					15,450	3,818		19,268
Sydney and Louisburg	3,469	3,382		6,851	2,716	4,579		7,295	4,822,381	100,079		4,922,460
St. Lawrence and Adirondack					3,776	1,949	3,901	9,626	42,276	198,572	905,433	1,146,281
Temiscouata	434	551		985	2,791	2,251		5,042	151,318	8,667		159,985
Temiskaming and Northern Ontario	19,607	40,190	607	60,404	3,841	13,682	186	17,709	426,584	452,726	23,511	902,821
Thousand Islands					8,929	8,022		16,951	13,258	19,607		32,865
Toronto, Hamilton and Buffalo	23,483	59,731	12,409	95,623	1,037	2,065	3,085	6,187	292,764	534,162	1,470,314	2,297,240
Vancouver, Victoria and Eastern	8,235	426	6,729	15,390	2,879	1,586	15,219	19,684	923,933	51,265	257,130	1,232,328
Victoria Terminal Railway and Ferry Co	87	275		362	722	1,154		1,876	6,886	9,983		16,869
Victoria and Sidney, B.C	102	265		367	49	1,834		1,883	7,974	12,229		20,203
Wabash (in Canada)	829	945	71,261	730,035	18,204		84,363	102,567	62,812	21,526	2,611,553	2,695,891
York and Carlton	2	13		15					4,182	1,812		5,994
Total	2,746,067	1,044,512	831,645	4,622,224	1,548,342	466,145	733,911	2,748,398	62,950,122	20,421,932	26,287,034	109,659,088

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1916.

Name of Railway.	Locomotives.					Cars in Passenger Service.									
	Passenger.	Freight.	Switching.	Total.	Leased.	First-class.	Second-class.	Combination.	Emigrant.	Dining.	Parlour.	Sleeping.	Baggage, Express and Postal.	Other cars in Passenger Service.	Total.
Algoma Central and Hudson Bay	4	16	4	24		10	4	1					1		16
Algoma Eastern		9		9	6	2	1	3					1		7
Atlantic, Quebec and Western	3	4	1	8		8		1					2		11
Bedlington and Nelson															
Brandon, Saskatchewan and Hudson Bay	1	1		2		2							1		3
British Yukon		11		11		10					2		3	1	16
Canada and Gulf Terminal	1	1		2		1	1	1					1		4
Canada Southern	63	86	32	181		10	33	6		1			21		71
Canadian Government Railways (Intercolonial)	107	225	40	372		160	92		52	20	8	55	133	8	528
" " (P. E. Island)	2	14	6	22		19	9	5					13		46
Canadian Northern System	414	225	72	711		216	220	52	62	24	23	77	184	56	914
Canadian Pacific	698	1,264	293	2,255		966	165	115	336	120	42	378	599	5	2,726
Cape Breton		2		2		2						2			4
Caraquet and Gulf Shore			3	3		3									3
Crow's Nest Southern	1	2		3		1		1							2
Cumberland	3	2	1	6		2		2							4
Central Vermont	3	6		9		7		4							11
Dominion Atlantic	12	13		25	4	25		11			2		18		56
Eastern British Columbia			2	2		2							1		3
Edmonton, Dunvegan and British Columbia	2	13	3	18	7	1	11	1				3			16
Elgin and Havelock	1	1		2		1		1							2
Essex Terminal			3	3											
Esquimalt and Nanaimo	8	12	3	23	11	13	9				4		10	2	38
Fredericton and Grand Lake Coal and Railway Co		1	2	3	3	1		1							2
Grand Trunk	251	646	135	1,032	4	520	45	107	5	23	26		326	3	1,055
Grand Trunk Pacific	45	217	10	272	19	63	31	15	51	22	15	30	61	50	338
Hereford	1	2		3		1		2							3
Inverness Railway and Coal Co															
International of New Brunswick		3		3		1		4					1		6
Kent Northern															
Kettle Valley		4	8	12	9	2	1	2			1		1		7
Lotbinière and Megantic		4		4			2	2							4
Maine Central	1	2		3		2		2							4
Manitoba Great Northern	1	1	1	3		3		1					1		5
Maritime Coal, Railway and Power Co	1	3		4				1					1	1	3
Massawippi Valley		13		13		9							6		15

Midland Railway of Manitoba	2	2		4		10							4		14
Moncton and Buctouche	3			3		2		1							3
Montreal and Atlantic	8	3	1	12			7	11			2		3		23
Morrissey, Fernie and Michel	5			5			6								6
Napierville Junction		1		1			1								1
Nelson and Fort Sheppard	1	1		2				1					1		2
National Transcontinental	20	47	7	74		9	4	2	13	1	2	11	2		44
New Brunswick Coal and Railway Co		3		3		1		3							4
New Brunswick and P. E. Island			1	1		1									1
New Westminster Southern		1		1		2		2					1		5
Northern New Brunswick and Seaboard															
North Shore															
Ottawa and New York Railway Co	6	10		16	16		6	1					4		11
Père Marquette	10	40	1	51		15	5	2					8		30
Quebec Central	15	15	6	36	36	12	10	10		2	1		10		45
Quebec, Montreal and Southern	3	10		13			7	4					1		12
Quebec Oriental	3	4		7		1	2						1		4
Quebec Railway, Light and Power Co		8		8		4	2	2					2	12	32
Red Mountain			1	1		1							1		2
Roberval-Saguenay	2	2	1	5		2		2							4
Rutland and Noyan	3	1		4		3		2					2		7
Salisbury and Albert		2		2		1							2		3
St. John and Quebec															
St. Martins		2		2		1		1							2
Sydney and Louisburg	2	16	13	31		3	2	3							8
St. Lawrence and Adirondack Railway Co., The	3	5		8		4	2	1							7
Temiscouata	8			8		2	2	2					2		8
Temiskaming and Northern Ontario	14	25	4	43		20	18	3			3		17		61
Thousand Islands			2	2	1			2							3
Toronto, Hamilton and Buffalo	8	17	9	34		14	2	5					4		25
Vancouver, Victoria and Eastern		2		2		3		1							4
Victoria Terminal Railway and Ferry Co						1									1
Victoria and Sidney, B.C			3	3		2		1							3
Wabash (in Canada)	5	56	1	62		10	5	6		2	7		8		38
York and Carlton		1		1			1								1
Final Total	1,744	3,077	669	5,490	96	2,187	706	409	519	215	138	556	1,458	138	6,326

TABLE 13.—SUMMARY of Equipment for the Year ending June 30, 1916—*Concluded.*

Name of Railway.	Cars in Freight Service.								Cars in Company's Service.						Total cars in service.	Cars leased.
	Box.	Flat.	Stock.	Coal.	Tank.	Refrigerator.	Other cars in freight service.	Total.	Officers, and pay.	Gravel.	Derrick.	Caboose.	Other road.	Total.		
Algoma Central and Hudson Bay	59	564	.....	166	.....	.....	369	1,158	2	.....	3	15	42	62	1,236	.....
Algoma Eastern	27	130	.....	2	.....	.....	97	256	.....	.....	.....	2	7	9	272	1
Atlantic, Quebec and Western	3	25	.....	7	.....	.....	.....	35	.....	.....	.....	3	.....	3	49	.....
Bedlington and Nelson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brandon, Saskatchewan and Hudson Bay	57	8	4	3	.....	6	18	96	.....	6	.....	1	.....	7	106	.....
British Yukon	83	74	31	12	.....	1	.....	201	1	.....	1	8	6	16	233	.....
Canada and Gulf Terminal	2	4	.....	.....	.....	.....	.....	6	.....	.....	.....	1	.....	1	11	.....
Canada Southern	1,580	83	.....	4	17	.....	.....	1,684	1	.....	3	66	89	159	1,914	.....
Canadian Government Railways (Intercolonial)	9,099	3,239	319	1,547	55	198	52	14,509	5	300	8	139	286	738	15,775	.....
" " (P. E. Island)	308	150	28	11	1	3	.....	501	.....	15	.....	3	19	37	584	.....
Canadian Northern System	19,311	4,599	787	2,568	.....	262	.....	27,527	22	43	51	431	1,410	1,957	30,398	.....
Canadian Pacific	66,644	9,092	4,033	3,651	209	1,801	1,678	87,108	359	2,628	83	1,420	3,852	8,342	98,176	.....
Cape Breton	.....	14	.....	.....	.....	.....	.....	14	.....	.....	.....	.....	.....	.....	18	.....
Caraquet and Gulf Shore	.....	15	.....	.....	.....	.....	.....	15	.....	.....	.....	.....	.....	.....	18	.....
Crow's Nest Southern	243	33	17	14	.....	27	75	409	.....	6	.....	2	.....	8	419	.....
Cumberland	2	29	.....	175	.....	.....	.....	206	.....	14	1	2	4	21	231	.....
Central Vermont	40	21	.....	4	.....	.....	.....	65	.....	.....	1	2	10	13	89	.....
Dominion Atlantic	278	209	7	28	.....	.....	.....	522	1	.....	1	5	56	63	641	169
Eastern British Columbia	9	7	.....	.....	.....	.....	1	17	.....	.....	.....	.....	.....	.....	20	.....
Edmonton, Dunvegan and British Columbia	100	163	10	20	.....	.....	.....	293	1	108	1	17	38	165	474	.....
Elgin and Havelock	2	4	1	.....	.....	.....	.....	7	.....	.....	.....	.....	.....	.....	9	.....
Essex Terminal	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....
Esquimalt and Nanaimo	14	198	1	30	.....	.....	.....	243	.....	29	1	12	14	56	337	.....
Fredericton and Grand Lake Coal and Railway Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Grand Trunk	26,091	3,359	1,645	5,001	130	1,973	.....	38,199	25	656	37	583	1,260	2,561	41,815	20
Grand Trunk Pacific	11,996	882	293	.....	.....	247	.....	13,418	11	1,061	7	142	1,573	2,794	16,550	.....
Hereford	60	10	.....	.....	.....	.....	.....	70	.....	.....	.....	2	.....	2	75	.....
Inverness Railway and Coal Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
International of New Brunswick	.....	40	.....	.....	.....	.....	.....	40	1	.....	.....	1	3	5	51	.....
Kent Northern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kettle Valley	79	40	6	25	.....	4	1	155	1	.....	.....	.....	.....	1	163	.....
Lotbinière and Megantic	1	24	.....	.....	.....	.....	1	26	.....	.....	.....	.....	.....	.....	30	.....
Maine Central	25	10	.....	.....	.....	.....	.....	35	.....	.....	.....	.....	.....	.....	39	.....
Manitoba Great Northern	105	14	7	7	.....	12	32	177	.....	1	.....	2	.....	3	185	.....
Maritime Coal, Railway and Power Co	.....	2	.....	2	.....	.....	6	10	.....	.....	.....	5	2	2	15	.....
Massawippi Valley	440	180	.....	.....	.....	.....	.....	620	.....	.....	.....	.....	5	10	645	.....

Midland Railway of Manitoba	203	45	9	25		27	38	347				2		2	363		
Moncton and Buctouche	4	36						40							43		
Montreal and Atlantic	234	201	38			1		474				12	146	158	655		
Morrissey, Fernie and Michel	7	1		46			2	56				1	1	2	64		
Napierville Junction															1		
Nelson and Fort Sheppard	30	4	2	2		3	10	51		6		1		7	60		
National Transcontinental	1,000							1,000	4			45	79	128	1,172		
New Brunswick Coal and Railway Co	4	38						42							46	2	
New Brunswick and P. E. Island													2	2	3		
New Westminster Southern	80	10	5	4		9	26	134							139		
Northern New Brunswick and Seaboard																	
North Shore																	
Ottawa and New York Railway Co												2		2	13	13	
Père Marquette	1,061	64	30	333		4		1,492			1	22	13	36	1,558		
Quebec Central	224	568	67	22	2	10	56	949	1	1	1	14	38	55	1,049		
Quebec, Montreal and Southern	1,380	34	90			10		1,514			1	4	19	24	1,550		
Quebec Oriental	1							1				2	3	5	10		
Quebec Railway, Light and Power Co	32	78	1	13	4		40	168				1	2	3	193		
Red Mountain	29	3	2	2		3	9	48				1		1	51		
Roberval-Saguenay	10	165						175				2		2	181		
Rutland and Noyan	50	5	2	2				59				1		1	67		
Salisbury and Albert	3	25						28							31		
St. John and Quebec																	
St. Martins	1	6						7							9		
Sydney and Louisburg	16	105	12	1,548	2			1,683	2		1	8	4	15	1,706		
St. Lawrence and Adirondack Railway Co., The	75	30						105			1	3	1	5	117	105	
Temiscouata	82	53						135	1			2	6	9	152		
Temiskaming and Northern Ontario	145	461	10					616	4			21	102	127	804		
Thousand Islands		2					1	3							5		
Toronto, Hamilton and Buffalo	1,093	130	10	150			56	1,439	1		1	10	38	50	1,514		
Vancouver, Victoria and Eastern	1,219	159	83	74		139	373	2,047							2,051		
Victoria Terminal Railway and Ferry Co															1		
Victoria and Sidney, B.C.	2	15						17					1	1	21	1	
Wabash (in Canada)	1,052	81	128	100				1,361			1	36	1	38	1,437		
York and Carlton															1		
Total	144,696	25,541	7,678	15,598	420	4,740	2,941	201,614	443	4,874	205	3,054	9,132	17,708	225,648	313	

TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway.	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
1	Algoma Central & Hudson Bay	59	2,240	564	20,950		
2	Algoma Eastern	27	1,065	130	5,180	97	4,850
3	Atlantic, Quebec & Western	3	90	25	750		
4	Bedlington & Nelson						
5	Brandon, S'k. & Hudson Bay	57	2,060	8	290	4	100
6	British Yukon	83	1,600	74	1,418	31	620
7	Canada & Gulf Terminal	2	40	4	120		
8	Canada Southern	1,580	56,440	83	2,010		
9	Canadian Gov't Ry's. (Intercolonial)	9,099	283,565	3,239	100,235	319	8,890
10	" (P.E. Island)	308	3,805	150	1,990	28	350
11	Canadian Northern System	19,311	580,110	4,599	146,220	787	23,580
12	Canadian Pacific	66,644	2,370,835	9,092	306,675	4,033	118,600
13	Cape Breton			14	420		
14	Caraquet & Gulf Shore			15			
15	Crow's Nest Southern	243	8,754	33	1,220	17	410
16	Cumberland	2	40	29	435		
17	Central Vermont	40	730	21	365		
18	Dominion Atlantic	278	7,560	209	5,690	7	180
19	Eastern British Columbia	9	360	8	320		
20	Edmonton, Dunvegan & B.C	100	3,000	163	4,890	10	300
21	Elgin & Havelock	2	40	4	80	1	20
22	Essex Terminal	1					
23	Esquimalt & Nanaimo	14	280	198	6,957	1	20
24	Fredericton & Grand Lake Coal & Railway Co						
25	Grand Trunk	26,091	849,755	3,359	104,230	1,645	48,250
26	Grand Trunk Pacific	11,996	359,880	882	26,460	293	8,790
27	Hereford	60	1,800	10	200		
28	Inverness Railway & Coal Co						
29	International of New Brunswick			40	1,200		
30	Kent Northern						
31	Kettle Valley	79	2,370	40	1,600	6	180
32	Lotbinière & Megantic	1	30	24	720		
33	Maine Central	25	750	10	300		
34	Manitoba Great Northern	105	3,790	14	520	7	170
35	Maritime Coal Ry. & Power Co			2	40		
36	Massawippi Valley	440	8,730	180	3,350		
37	Midland Ry. of Manitoba	203	7,359	45	1,630	9	230
38	Moncton & Buctouche	4	80	36	720		
39	Montreal & Atlantic	234	6,940	201	6,065	38	1,110
40	Morrissey, Fernie & Michel	7	280	1	40		
41	Napierville Junction						
42	Nelson & Fort Sheppard	30	1,090	4	150	2	50
43	National Transcontinental	1,000	40,000				
44	New Brunswick Coal & Ry. Co	4	80	38	960		
45	New Brunswick & P.E. Island						
46	New Westminster Southern	80	2,890	10	370	5	120
47	Northern New Brunswick & Seaboard						
48	North Shore						
49	Ottawa & New York Ry. Co						
50	Père Marquette	1,061	35,010	64	3,455	30	900
51	Quebec Central	224	6,260	568	15,920	67	1,865
52	Quebec, Montreal & Southern	1,380	41,400	34	850	90	2,700
53	Quebec Oriental	1	30				
54	Quebec Ry. Light & Power Co	32	790	78	1,560	1	30
55	Red Mountain	29	1,050	3	120	2	50
56	Roberval—Saguenay	10		165			
57	Rutland & Noyan	50	1,500	5	150	2	40
58	Salisbury & Albert	3		25			
59	St. John Quebec						
60	St. Martins	1	40	6	240		
61	Sydney & Louisburg	16	320	105	3,090	12	600

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June 30, 1916—Showing Number and Aggregate Capacity.

Coal Cars.		Tank Cars.		Refrigerator Cars		Other Cars.		Total		
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
166	7,480					369	18,450	1,158	49,120	1
2	80							256	11,175	2
7	350							35	1,190	3
										4
3	140			6	180	18	845	96	3,615	5
12	240			1	20			201	3,898	6
								6	160	7
4	110	17	350					1,684	58,910	8
1,547	53,095	55	1,375	198	5,670	52		14,509	452,830	9
11	140	1	15	3	45			501	6,345	10
2,568	98,830			262	7,840			27,527	856,580	11
3,651	170,440	209	8,900	1,801	53,540	1,678	59,507	87,108	3,088,497	12
								14	420	13
								15		14
14	640			27	810	75	3,580	409	15,414	15
175	2,625							206	3,100	16
4	60							65	1,155	17
28	640							522	14,070	18
								17	680	19
20	600							293	8,790	20
								7	140	21
								1		22
30	1,300							243	8,557	23
5,001	228,500	130	3,306	1,973	58,185			38,199	1,291,956	24
				247	7,410			13,418	402,540	25
								70	2,000	26
										27
								40	1,200	28
										29
25	1,000			4	100	1	25	155	5,275	30
						1	15	26	765	31
								35	1,050	32
7	330			12	360	32	1,535	177	7,605	33
2	80					6	120	10	240	34
								620	12,100	35
25	1,190			27	845	38	1,785	347	13,039	36
								40	800	37
				1	30			474	14,145	38
46	1,380					2	60	56	1,760	39
										40
2	90			3	90	10	470	51	1,940	41
								1,000	40,000	42
								42	1,040	43
										44
4	190			9	270	26	1,235	134	5,075	45
										46
										47
										48
333	12,860			4	120			1,492	52,345	49
22	660	2	40	10	280	56	1,680	949	26,705	50
				10	300			1,514	45,250	51
								1	30	52
13	270					44	1,320	168	3,970	53
2	100			3	90	9	440	48	1,850	54
								175		55
2	80							59	1,770	56
								28		57
										58
										59
									280	60
1,548	31,055	2	30					1,683	33,095	61

TABLE 14.—SUMMARY of Cars in Freight Service for the Year ending

Number.	Name of Railway.	Box Cars.		Flat Cars.		Stock Cars.	
		Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.
			Tons.		Tons.		Tons.
62	St. Lawrence & Adirondack Ry. Co...	75	.....	30	.....	.....	.....
63	Temiscouata.....	82	2,100	53	1,160	.....	.....
64	Temiskaming & Northern Ontario...	145	5,340	461	15,790	10	300
65	Thousand Islands.....	.....	.....	2	20	.....	.....
66	Toronto, Hamilton & Buffalo.....	1,093	42,780	130	5,000	10	300
67	Vancouver, Victoria & Eastern.....	1,219	43,900	159	5,920	83	1,990
68	Victoria Terminal Ry. & Ferry Co...	.....	.....	.....	.....	.....	.....
69	Victoria & Sidney B.C.....	2	40	15	300	.....	.....
70	Wabash (in Canada).....	1,052	35,950	81	2,970	128	4,950
71	York & Carlton.....	.....	.....	.....	.....	.....	.....
	Final total.....	144,696	4,824,968	25,542	811,315	7,775	230,545

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June 30, 1916—Showing Number and Aggregate Capacity.—*Concluded.*

Coal Cars.		Tank Cars.		Refrigerator Cars		Other Cars.		Total.		Number.
Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	Number.	Aggregate Capacity.	
	Tons.		Tons.		Tons.		Tons.		Tons.	
.....	.....	.....	.....	.....	.....	.....	.....	105	.....	62
.....	.....	.....	.....	.....	.....	.....	.....	135	3,260	63
.....	.....	.....	.....	.....	.....	.....	.....	616	21,430	64
.....	.....	.....	.....	.....	.....	1	20	3	40	65
150	,,500	.....	.....	.....	.....	56	2,240	1,439	57,820	66
,4	3,380	.....	.....	139	4,140	3,3	1,,95	2,047	77,125	67
.....	.....	.....	.....	.....	.....	.....	.....	....	....	68
.....	.....	.....	.....	.....	.....	.....	.....	17	340	69
100	4,600	.....	.....	.....	.....	.....	.....	1,361	48,470	70
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	71
15,598	630,035	416	13,746	4,740	140,325	2,847	111,122	201,614	6,762,056	

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1916.

Name of Railway.	Bridges.											
	Stone.				Iron.				Wooden.			
	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.
		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.
Algoma Central & Hudson Bay					9	2,823 0	50 0	1,555 0				
Algoma Eastern					6	1,172 0	36 0	568 0	28	7,099 0	14 0	1,036 0
Atlantic, Quebec and Western												
Bay of Quinte												
Bedlington & Nelson									1	81 0		
Brandon, Saskatchewan & Hudson Bay									1	252 0		
British Yukon												
Canada & Gulf Terminal												
Canada Southern	43	7,433 0	8 0	60 0	65	6,933 0	8 0	910 4	1	9 0		
Can. Gov't. R'lys.—Intercolonial					*596		8 0	2,025 0				
" Prince Edward Island												
Canadian Northern System	1				262				166			
Canadian Pacific	166	7,161 0	3 0	719 0	*1,409	195,790 0	13 0	5,328 0	425	11,989 0	2 0	326 0
Cape Breton					4	309 0	33 0	370 0				
Caraquet									9	4,100 0	50 0	1,600 0
Central Ontario												
Crow's Nest Southern					1	45 0			7	2,273 0	258 0	465 0
Cumberland Railway & Coal Co					4	80 0			1	18 0		
Dominion Atlantic					*22	7,336 0	29 0	1,640 0	6	653 0	40 0	586 0
Eastern, B.C												
Elgin & Havelock												
Esquimalt & Nanaimo					*39	4,331 0	23 0	525 0				
Essex Terminal												
Fredericton & Grand Lake					4	522 0	40 0	240 0				
Grand Trunk	146	5,879 0	10 0	300 0	990	109,342 0	8 0	6,594 0	444	16,180 0	8 0	306 0
Grand Trunk Pacific												
Hereford					6	292 0	23 0	71 0	4	637 0	40 0	318 0
International Bridge Co												
International of New Brunswick					26							
Inverness Railway & Coal Co					9	525 0	20 0	120 0	5	52 0	8 0	14 0
Kent Northern	1	30 0	30 0	30 0								
Kettle Valley					7	647 4	53 10	254 8	18	2,154 0	109 6	161 6
Klondike Mines												
London & Port Stanley					6	1,760 0	50 0	599 0				
Lotbinière & Megantic					1	34 0						

Maine Central							2	721	0	253	0	468	0					
Manitoba Great Northern														1	418	0		
Maritime Coal, Railway & Power Co														2	310	0	110	0	200	0
Massawippi Valley	1	12	0											10	322	0	10	0	82	0
Midland of Manitoba							5	322	0	48	0	92	0	1	418	0				
Moncton & Buctouche														5	790	0	40	0	289	0
Montreal & Atlantic							38	3,405	0	23	0	387	0							
Montreal & Province Line							4	129	0	12	0	91	0	12	930	0	8	0	724	0
Montreal & Vermont Junction	1	20	0				1	286	0					1	9	0				
Morrissey, Fernie & Michel														1	900	0				
National Transcontinental							*54	14,652	0	20	0	3,918	0							
Napierville Junction							8	255	6	13	0	55	0							
Nelson & Fort Sheppard							1	500	0					1	80	0				
New Brunswick Coal & Railway Co							2	320	0	100	0	220	0	6	793	0	17	0	150	0
New Brunswick & Prince Edward Island							1	67	0											
New Westminster Southern														1	70	0				
North Shore																				
Northern New Brunswick & Seaboard																				
Ottawa & New York							5	2,188	0	40	0	1,550	0							
Père Marquette	1	10	0				16	2,077	0	12	0	1,215	0							
Quebec Central							63	14,839	3	15	0	646	5							
Quebec Oriental							18	1,227	0											
Quebec Ry. Light & Power Co							15	1,550	0	13	0	300	0							
Quebec, Montreal & Southern							17	4,745	0	24	0	965	8							
Red Mountain																				
Roberval & Saguenay	2	325	0	100	0	225	0	4	735	0	38	0	450	0	1	750	0				
Rutland & Noyan																				
Salisbury & Albert							7							7						
Schomberg & Aurora																				
Stanstead, Shefford & Chambly							1	112	0					12	437	0	8	0	336	0
St. Lawrence & Adirondack							10	1,322	0	18	0	598	0							
St. Martins																				
Sydney & Louisburg							17	642	0	12	0	310	0	4	24	0	6	0	6	0
Temiscouata							2	504	6	0	212	0	292	0						
Temiskaming & Northern Ontario	2	84	0	42	0	42	0	19	4,905	0	30	0	814	0						
Thousand Islands							5	795	0	103	0	250	0							
Toronto, Hamilton & Buffalo							14	1,754	6	36	6	480	0							
Vancouver, Victoria & Eastern														21	5,242	0	65	0	418	0
Victoria & Sidney																				
Victoria Terminal Railway & Ferry Co																				
Wabash, in Canada																				
York & Carleton																				
Total	364						3,795							1,202						

*Steel.

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1916—*Continued.*

Name of Railway.	Bridges.						Trestles.				Level Crossings.		
	Combination.				Total.								
	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Aggregate Length.	No.	Aggregate Length.	Minimum Length.	Maximum Length.	No.	Guarded.	Unguarded.
		Ft. In.	Ft. In.	Ft. In.		Ft. In.		Ft. In.	Ft. In.	Ft. In.			
Algoma Central & Hudson Bay	3	1,001 0	129 0	510 0	12	3,824 0	190	51,043 0			13	1	12
Algoma Eastern	2	812 0	352 0	460 0	36	9,083 0					10	3	7
Atlantic, Quebec & Western											50		50
Bedlington & Nelson					1	81 0	10	3,153 0	65 0	416 0	14	4	10
Brandon, Saskatchewan & Hudson Bay					1	252 0	28	3,183 0	57 0	418 0	84	1	83
British Yukon	1	150 0			1	150 0	37	4,732 0	16 0	702 0			
Canada & Gulf Terminal	8	7,506 6	183 3		8	7,506 6					20		20
Canada Southern					109	7,685 0	34	1,133 8	8 0	119 2	488	80	408
Canadian Gov't. R'lys.—Intercolonial					596		11				869	217	652
" " P. E. Island											262	11	251
Canadian Northern System	62				491		2,094				6,736	158	6,578
Canadian Pacific	14	4,413 0	58 0	780 0	2,014	219,353 6	1,292	175,237 0	6 0	5,076 0	10,163	634	9,529
Cape Breton					4	309 0							
Caraquet					9	4,100 0					64		64
Crow's Nest Southern					8	2,318 0	33	9,263 0	14 0	1,702 0	19	1	18
Cumberland Railway & Coal Co					5	98 0					14		14
Detroit River Tunnel													
Dominion Atlantic					28	7,989 0	11				192	19	173
Eastern, B.C.							6	552 0	52 0	109 0			
Elgin & Havelock													
Essex Terminal													
Esquimalt & Nanaimo	1	69 0	69 0	69 0	40	4,400 0	96	32,728 0	7 0	946 0	120	17	103
Fredericton & Grand Lake					4	532 0					8		8
Grand Trunk	83	8,474 0	11 0	970 0	1,663	139,875 0	97	11,782 0	8 0	644 0	3,924	616	3,308
Grand Trunk Pacific													
Hereford					10	929 0	2	478 0	119 0	359 0	34	1	33
International Bridge Co.													
International of New Brunswick					26						13		13
Inverness Railway & Coal Co					14	577 0	14	2,139 0	48 0	420 0	59		59
Kent Northern					1	30 0	1	30 0					
Kettle Valley					25	2,801 4	74	21,322 0	15 0	885 0	79	3	76
Klondike Mines													
London & Port Stanley					6	1,760 0					37	6	31
Lotbinière & Megantic					1	34 0	1	600 0			9		9
Maine Central					2	721 0	1	45 0					

Manitoba Great Northern					1	418	0	64	6,879	0	28	0	756	0	123			122
Maritime Coal, Railway & Power Co					2	310	0								17			17
Massawippi Valley					11	334	0	6	653	0	10	0	222	0	32		6	26
Midland of Manitoba	5	172	0	25	0	50	0	11	912	0	9	5,462	0	182	0	880	0	12		5	7
Moncton & Buctouche								5	790	0	7	2,717	0	32	0	1,014	0	19		1	18
Montreal & Atlantic								38	3,405	0	284	5,278	0	12	0	280	0	197		15	182
Montreal & Province Line								16	1,059	0	42	1,229	0	8	0	118	0	42		3	39
Montreal & Vermont Junction								3	315	0	7	150	0	14	0	36	0	16			16
Morrissey, Fernie & Michel								1	900	0	4	80	0	20	0	20	0	8			8
National Transcontinental								54	14,652	0											
Napierville Junction								8	255	6								18		1	17
Nelson & Fort Sheppard								2	580	0	42	5,253	0	14	0	510	0	6			6
New Brunswick Coal & Railway Co								8	1,113	0	21	4,567	0	40	0	500	0	32			32
New Brunswick & Prince Edward Island								1	67	0											
New Westminster Southern								1	70	6	10	1,443	0	15	0	544	0	26			26
North Shore																					
Northern New Brunswick & Seaboard																					
Ottawa & New York								5	2,188	0	7	626	0	15	0	107	0	67		1	66
Père Marquette, in Canada								17	2,087	0	57	1,789	0	7	0	270	0	232		18	214
Quebec Central								63	14,839	3								156		5	151
Quebec Oriental								18	1,227	0	18							61			61
Quebec Railway, Light & Power Co								15	1,550	0								18			18
Quebec, Montreal & Southern								17	4,745	0	23	3,890	0	22	0	1,001	0	128		5	123
Red Mountain											8	1,491	0	14	0	419	0	6			6
Roberval & Saguenay	1	1,200	0					8	3,010	0								16		1	15
Rutland & Noyan																		2			2
Salisbury & Albert								14	185	0								30		2	28
Schomberg & Aurora																		11			11
Stanstead, Shefford & Chambly								13	549	0	21	2,396	0	8	0	1,539	0	49		3	46
St. Lawrence & Adirondack								10	1,322	0								30		7	23
St. Martins																		21			21
Sydney & Louisburg								21	666	0	10	1,135	0	13	0	360	0	27		7	20
Temiscouata	11	2,041	0	112	0	477	0	13	2,545	0	35	2,545	0	28	0	562	0	44		2	42
Temiskaming & Northern Ontario								21	4,989	0	15	5,250	0	30	0	765	0	134		6	128
Thousand Islands								5	795	0								20			20
Toronto, Hamilton & Buffalo								14	1,754	6	18	784	6	10	0	157	0	142		27	115
Vancouver, Victoria & Eastern								21	5,242	0	184	73,797	0	6	0	5,403	0	133		37	96
Victoria & Sidney											6	1,309	0	112	0	475	0	17			17
Victoria Terminal Railway & Ferry Co																		14		1	13
Wabash, in Canada																					
York & Carleton																		11			11
Final Total	191							5,552			4,930							25,198		1,926	23,272

TABLE 15.—SUMMARY of Bridges, Trestles and Tunnels for the Year ending June 30, 1916—*Concluded.*

Name of Railway.	Overhead Highway Crossings.						Overhead Railway Crossings.						Tunnels.	
	Bridges.		Trestles.		Total.		Bridges.		Trestles.		Total.		——	
	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.	No.	Height of lowest above rail.
		Ft. In.		Ft. In.		Ft. In.		Ft. In.		Ft. In.		Ft. In.		Ft. In.
Algoma Central & Hudson Bay	1	22 6	....	....	1	22 6	2	16 3	....	....	2	16 3	....	....
Algoma Eastern	....	....	....	....	....	....	1	22 6	....	....	1	22 6	....	....
Atlantic, Quebec & Western	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Bedlington & Nelson	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Brandon, Saskatchewan & Hudson Bay	....	....	....	....	....	....	....	....	....	....	....	....	....	....
British Yukon	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Canada & Gulf Terminal	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Canada Southern	5	20 1½	7	20 10	12	20 1½	4	18 1	1	21 0	5	18 1	....	....
Canadian Gov't. R'lys.—Intercolonial	35	18 9	....	....	35	18 9	1	22 0	....	....	1	22 0	1	....
" P. E. Island	5	....	....	....	5	....	....	....	....	....	....	....	....	....
Canadian Northern System	10	....	4	....	14	....	14	....	3	....	17	....	....	....
Canadian Pacific	96	16 0	22	19 0	118	16 0	63	15 1	3	22 6	66	15 1	70	15 1
Cape Breton	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Caraquet	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Crow's Nest Southern	....	....	....	....	....	....	....	....	....	....	....	....	1	22 0
Cumberland Railway & Coal Co	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Detroit River Tunnel	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Dominion Atlantic	....	....	2	22 0	2	22 0	....	....	....	....	....	....	....	....
Eastern, B.C.	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Elgin & Havelock	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Essex Terminal	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Esquimalt & Nanaimo	....	....	1	22 6	1	22 6	....	....	2	20 8	2	20 8	1	18 8
Fredericton & Grand Lake	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Grand Trunk	143	16 5	174	16 6	317	16 5	81	16 4	2	21 3	83	16 4	....	....
Grand Trunk Pacific	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Hereford	....	....	....	....	....	....	....	....	....	....	....	....	....	....
International Bridge Co	....	....	....	....	....	....	....	....	....	....	....	....	....	....
International of New Brunswick	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Inverness Railway & Coal Co	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Kent Northern	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Kettle Valley	....	....	1	22 6	1	22 6	1	24 5	....	....	1	24 5	5	22 6
Klondike Mines	....	....	....	....	....	....	....	....	....	....	....	....	....	....
London & Port Stanley	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Lotbinière & Megantic	....	....	....	....	....	....	....	....	....	....	....	....	....	....

Maine Central																				
Manitoba Great Northern																				
Maritime Coal, Railway & Power Co.																				
Massawippi Valley	1	16	10				1	16	10											
Midland of Manitoba																				
Moncton & Buctouche										1	17	0				1	17	0		
Montreal & Atlantic	2	22	6	1	18	9	3	18	9											
Montreal & Province Line																				
Montreal & Vermont Junction																				
Morrissey, Fernie & Michel																				
National Transcontinental																				
Napierville Junction																				
Nelson & Fort Sheppard																				
New Brunswick Coal & Railway Co																				
New Brunswick & Prince Edward Island																				
New Westminster Southern																				
North Shore																				
Northern New Brunswick & Seaboard																				
Ottawa & New York	1	20	0				1	20	0											
Père Marquette, in Canada	1	23	3				1	23	3											
Quebec Central										1	25	0				1	25	0		
Quebec Oriental																				
Quebec Railway, Light & Power Co.																				
Quebec, Montreal & Southern																				
Red Mountain																				
Roberval & Saguenay	7						7													
Rutland & Noyan																				
Salisbury & Albert																				
Schomberg & Aurora																				
Stanstead, Shefford & Chambly				1	18	7	1	18	7											
St. Clair Tunnel																			1	16 1¼
St. Lawrence & Adirondack				1	20	0	1	20	0											
St. Martins																				
Sydney & Louisburg	2	15	9				2	15	9	1	22	0				1	20	0		
Temiscouata																				
Temiskaming & Northern Ontario	1	22	6				1	22	6											
Thousand Islands																				
Toronto, Hamilton & Buffalo	1	19	8	8	20	3	9	19	8	2	18	4				2	18	4	1	18 10½
Vancouver, Victoria & Eastern	13	21	5				13	21	5	1	23	1				1	23	1	5	21 5
Victoria & Sidney																				
Victoria Terminal Railway & Ferry Co																				
Wabash, in Canada																				
York & Carleton																				
Final Total	324			222			546			173			11			184			85	

TABLE 16.—SUMMARY of Accidents to Persons for

A.—Accidents Resulting from the Move

PASSENGERS.

Number.	Name of Railway.	Kind of Accident.									
		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars, Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed.	Injured.
1	Algoma Central & Hudson Bay										
2	Canadian Pacific	1	19	1	7		1		1		14
3	Can. Gov't. R'ys.—Intercolonial		1							1	9
4	Canadian Northern	2	25		9		2				1
5	Canada Southern		1		2						
6	Esquimalt & Nanaimo										1
7	Grand Trunk		19	1	17					1	4
8	Grand Trunk Pacific										
9	Hereford										
10	Manitoba Great Northern		2								
11	National Transcontinental				23					1	2
12	Pere Marquette										
13	Quebec Central										
14	Quebec, Montreal & Southern										
15	St. Lawrence & Adirondack										1
16	Sydney & Louisburg										1
17	Temiskaming & Northern Ontario										1
18	Toronto, Hamilton & Buffalo										1
19	Vancouver, Victoria & Eastern										
20	Wabash (in Canada)		1								
	Final Total	3	68	2	58		3		1	3	35

NOTE.—Postal Clerks, Express and Pullman Employees.

	Killed.	Injured.
Canadian Pacific		1
Canadian Government Railways—Intercolonial		1
Grand Trunk		2
Manitoba Great Northern		2
National Transcontinental		6
Temiskaming & Northern Ontario		1
Total		13

the Year ending June 30, 1916, showing kind of Accident.

ment of Trains, Locomotives or Cars.

PASSENGERS.

Kind of Accident.										Total Accidents to Passengers.		
Jumping on or off Trains, Locomotives, or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.				
		At Highway Crossings.		At Stations.		At Other Points Along Track.						
Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured	
				1						1		1
3	19			3	2				37	8	100	2
	6								4	1	20	3
	9		1				1		12	2	60	4
											3	5
											1	6
3	10				2			1	1	6	53	7
	1										1	8
									2		2	9
											2	10
	2								4	1	31	11
	1										1	12
									3		3	13
									1		1	14
	2								4		7	15
	1										2	16
											1	17
1										1	1	18
									1		1	19
											1	20
7	51		1	4	4		1	1	69	20	291	

TABLE 16.—SUMMARY of Accidents to Persons for

A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	Kind of Accident.									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking down.	
		Killed.	Injured	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay										
2	Algoma Eastern		1								
3	Canadian Pacific	4	47	8	30	3	18		22		6
4	Can. Gov't. Rys.—Intercolonial		11	5	7		5				
5	Canadian Northern	1	14	2	12	1	15		2		
6	Canada Southern				2		1		3		
7	Central Vermont										
8	Crow's Nest Southern										
9	Grand Trunk	3	17	7	3	4	11		1		
10	Grand Trunk Pacific		4	3	2	1	1		2		
11	International										
12	Manitoba Great Northern		3								
13	Maritime Coal, Ry. & Power Co.		1								
14	Massawippi Valley		1								
15	Midland of Manitoba										
16	Montreal & Atlantic		2						1		
17	Nelson & Fort Sheppard										
18	National Transcontinental		1			1			2		
19	Ottawa & New York										
20	Père Marquette		2								
21	Quebec Central		2				4				
22	Quebec Oriental										
23	Quebec Ry. Light & Power Co		4								
24	Red Mountain										
25	St. Lawrence & Adirondack										
26	St. John & Quebec						1				
27	Sydney & Louisburg		4								
28	Temiscouata										
29	Temiskaming & Northern Ontario	1	3								
30	Toronto, Hamilton & Buffalo		1								
31	Vancouver, Victoria & Eastern		2		2						
32	Wabash (in Canada)		1								
	Final Total	9	121	25	58	10	56		33		6

EMPLOYEES—SWITCH TENDERS,

1	Algoma Central & Hudson Bay										
2	Canadian Pacific		2		2		1				
3	Canadian Northern				2						
4	Grand Trunk					1	1				
5	Grand Trunk Pacific										
6	National Transcontinental										
7	Père Marquette										
8	Wabash (in Canada)		2								
	Final Total		4		4	1	2				

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the Year ending June 30, 1916, showing kind of Accident.

ment of Trains, Locomotives or Cars.

TRAINMEN.

Kind of Accident.										Total Accidents to Trainmen.		
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number.
		1								1		1
											1	2
8	85	1	82	2	22		10	1	208	27	530	3
1	19		1		3		4		14	6	64	4
	12		9		2			2	20	6	86	5
1	8		8	1	3				21	2	46	6
	1										1	7
			2						1		3	8
6	27		7	8	14	1	1	1	26	30	107	9
1	5		5		2		1		4	5	26	10
	1										1	11
									1		4	12
											1	13
	1								1		3	14
			1						2		3	15
	2			1					3	1	8	16
									2		2	17
	5		4				2		7	1	21	18
									1		1	19
1	2		1					1	4	2	9	20
	1								3		10	21
	1										1	22
											4	23
									1		1	24
									5		5	25
											1	26
									2		6	27
									1		1	28
			3		1					1	7	29
	2		2		1				1		7	30
	3		2						5		14	31
	5	1	2						7	1	15	32
18	180	3	129	12	48	1	18	5	340	83	989	

CROSSING TENDERS AND WATCHMEN.

			3				1				4	1
	1			1	2				4	1	12	2
1				1	1					2	3	3
	1		1	2	3					3	6	4
					1				1		2	5
									1		1	6
									1		1	7
	1		1								4	8
1	3		5	4	7		1		7	6	33	

TABLE 16.—SUMMARY of Accidents to Persons for the

A.—Accidents Resulting from the Move

EMPLOYEES—

Number.	Name of Railway.	Kind of Accident.									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canadian Pacific	.....	1	.....	1	.....	.....	.....	.....	.....	.....
2	Can. Gov't. Rys.—Intercolonial	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Canada Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Grand Trunk Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	National Transcontinental	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Temiskaming & Northern Ontario	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Final Total	.....	1	.....	1	.....	.....	.....	.....	.....	.....

EMPLOYEES—

1	Canadian Pacific	2	2	.....	5	.....	.....	.....	.....	.....	.....
2	Canadian Northern	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
3	Canada Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Grand Trunk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	National Transcontinental	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Père Marquette	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Quebec, Montreal & Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Final Total	2	2	.....	5	.....	1	.....	.....	.....	.....

EMPLOYEES—

1	Algoma Central & Hudson Bay	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Canadian Pacific	.....	.....	17	12	.....	4	.....	.....	.....	.....
3	Can. Gov't. Rys.—Intercolonial	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	Canadian Northern	.....	.....	1	4	.....	11	.....	.....	.....	4
5	Canada Southern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	Grand Trunk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Grand Trunk Pacific	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Montreal & Atlantic	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	National Transcontinental	.....	.....	.....	.....	.....	18	.....	.....	.....	.....
10	Ottawa & New York	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Sydney & Louisburg	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Temiskaming & Northern Ontario	.....	.....	.....	.....	1	2	.....	.....	.....	.....
13	Toronto, Hamilton & Buffalo	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
14	Vancouver, Victoria & Eastern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Final Total	1	.....	18	17	1	35	.....	.....	.....	4

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Year ending June 30, 1916, showing kind of Accident.

ment of Trains, Locomotives or Cars.

STATION MEN.

Kind of Accident.										Total Accidents to Shopmen		
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed.	Injured	Killed	Injured	
	2	1	1		3				2	1	10	1
					1			1	3	1	4	2
	1										1	3
			1		1						2	4
	1										1	5
	3		4						5		12	6
	7	1	6		5			1	10	2	30	

SHOPMEN.

	11			2	3				20	4	41	1
			1		1						3	2
	1										1	3
									3		3	4
			1								1	5
					1						1	6
									1		1	7
	12		2	2	5				24	4	51	

TRACKMEN.

									1		1	1
	5		5	8	19				21	25	66	2
									3	1	3	3
	6		3		4				3	1	35	4
	1			3	4				1		6	5
	1		1	9	5			1	3	10	10	6
1										1		7
					2				1		3	8
2	7		1				2	1	7	3	35	9
					1						1	10
									1		1	11
					6				5	1	13	12
											1	13
			1								1	14
3	20		11	20	41		2	2	46	43	176	

TABLE 16.—SUMMARY of Accidents to Persons for

A.—Accidents Resulting from the Move

EMPLOYEES—

Number	Name of Railway.	Kind of Accident.									
		Coupling or Uncoupling.		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking Down.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Canadian Pacific										
2	Canadian Northern										
3	Canada Southern										
4	National Transcontinental										
	Final Total										

EMPLOYEES—

1	Canadian Pacific		3		4		6				
2	Can. Gov't. Rys.—Intercolonial			1	4						
3	Canadian Northern		1				1		1		
4	Canada Southern		1								
5	Esquimalt & Nanaimo										
6	Grand Trunk										
7	Grand Trunk Pacific										
8	National Transcontinental		1		4		2				1
9	Père Marquette		1								
10	Sydney & Louisburg										
11	Temiskaming & Northern Ontario										
12	Toronto, Hamilton & Buffalo				1		1				
	Final Total		7	1	13		10		1		3

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ment of Trains, Locomotives or Cars.

TELEGRAPH EMPLOYEES.

Kind of Accident.										Total Accidents to Telegraph Employees.		
Falling from Trains, Locomotives or Cars.		Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.		Overhead Obstructions.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
			1		2				1		4	1
			1								1	2
									1		1	3
			1								1	4
			3		2				2		7	

OTHER EMPLOYEES.

1	5		9		9		4	3	35	4	77	1
	3							1	6	2	13	2
	1		2	1	4			1	5	2	15	3
	5		1		1				7		15	4
									1		1	5
	3		1	1	3				2	1	9	6
	1				1				1		3	7
	4		2		1		2		7		24	8
											1	9
									1		1	10
			3		5						8	11
											2	12
1	22		18	2	24		6	5	65	9	169	

TABLE 16.—SUMMARY of Accidents to Persons for

A.—Accidents Resulting from the Move

OTHER PERSONS—

Number.	Name of Railway.	Kind of Accident.									
		Collisions.		Derailments		Parting of Trains.		Locomotives or Cars Breaking Down.		Falling from Trains, Locomotives or Cars.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay										
2	Canadian Pacific	3								3	4
3	Can. Gov't. Rys.—Intercolonial		1								9
4	Canadian Northern									1	1
5	Canada Southern										
6	Crow's Nest Southern										
7	Dominion Atlantic										
8	Grand Trunk									3	
9	Grand Trunk Pacific									1	
10	Massawippi Valley										
11	Montreal & Atlantic										
12	Napierville Junction										
13	Nelson & Fort Sheppard										
14	National Transcontinental										
15	Père Marquette										
16	Quebec Central										1
17	Quebec Oriental										
18	Sydney & Louisburg										
19	Temiscouata										
20	Temiskaming & Northern Ontario										
21	Toronto, Hamilton & Buffalo										
22	Vancouver, Victoria & Eastern										
23	Wabash (in Canada)									1	
	Final Total	3	1							9	15

OTHER PERSONS—

1	Canadian Pacific										2
2	Can. Gov't. Rys.—Intercolonial										
3	Canadian Northern										
4	Canada Southern		1								
5	Central Vermont										
6	Grand Trunk										
7	Grand Trunk Pacific		2				1				
8	Montreal & Atlantic										
9	Ottawa & New York										
10	Père Marquette										
11	Quebec Central										1
12	St. Lawrence & Adirondack										
13	Sydney & Louisburg										
14	Toronto, Hamilton & Buffalo										
15	Vancouver, Victoria & Eastern										
16	Wabash (in Canada)										
	Final Total		3					1			3

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the Year ending June 30, 1916.

ment of Trains, Locomotives or Cars.

TRESPASSING.

Kind of Accident.										Total Accidents to Other Persons—Trespassing.		Number
Jumping on or off Trains, Locomotives or Cars.		Struck by Trains, Locomotives or Cars.						Other Causes.				
		At Highway Crossings.		At Stations		At Other Points Along Track.						
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
							1				1	1
8	15	6	7	5	5	39	20	4	4	68	55	2
1	2	6	4			3	4			10	20	3
1				1		16	7	3	1	22	9	4
	3			2	2	4				6	5	5
	1										1	6
1						2				3		7
2	5		1			50	33			55	39	8
				1	1	2	1			4	2	9
						1				1		10
							3				3	11
				1						1		12
1										1		13
						1	1			1	1	14
						2		1		3		15
	1	1				1	1			2	3	16
		1								1		17
	1					2				2	1	18
				1						1		19
						2				2		20
1						1				2		21
						1				1		22
				2	1	2				5	1	23
15	28	14	12	13	9	129	71	8	5	191	141	

NOT TRESPASSING.

2	5	10	15	2	7	1	2	4	28	19	59	1
				1	8					1	8	2
1	1	7	14	1	2	2	1		6	11	24	3
		2	2		1					2	4	4
					1						1	5
		26	28		2	2	10	1	2	29	42	6
		1							1	1	4	7
			1								1	8
		1					1			1	1	9
			1				1				2	10
	1	1				1	1			2	3	11
			1		1						2	12
			1		1						2	13
		5	1							5	1	14
			1								1	15
		6	3							6	3	16
3	7	59	68	4	23	6	16	5	37	77	158	

TABLE 16.—SUMMARY of Accidents to Persons for the

B.—Accidents arising from causes other than those resulting from the

STATION MEN.

Number.	Name of Railway.	Kind of Accident.										Total Accidents to Station Men.	
		Handling Traffic.		Handling Tools, Machinery, etc.		Handling Supplies, etc.		Getting on or off Locomotives or Cars at Rest.		Other Causes.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay	....	....	....	....	....	....	....	....	....	....	.....	.....
2	Algoma Eastern	....	....	....	....	....	....	....	....	....	....	.....	.....
3	Canadian Pacific	....	128	....	34	....	13	....	8	....	30	.....	213
4	Canadian Northern	....	2	....	....	....	....	....	....	....	2	.....	4
5	Canada Southern	....	1	....	....	....	....	....	....	....	2	.....	3
6	Esquimalt & Nanaimo	....	....	....	....	....	....	....	....	....	....	.....	.....
7	Grand Trunk	....	....	....	....	....	....	....	....	....	....	.....	.....
8	Grand Trunk Pacific	....	1	....	....	....	....	....	....	....	4	.....	5
9	Massawippi Valley	....	....	....	....	....	....	....	....	....	1	.....	1
10	National Transcontinental	....	1	....	1	....	....	....	....	....	....	.....	2
11	Ottawa & New York	....	1	....	....	....	....	....	....	....	....	.....	1
12	Père Marquette	....	....	....	....	....	....	....	....	....	....	.....	.....
13	Quebec Central	....	....	....	....	....	....	....	....	....	....	.....	.....
14	Quebec, Montreal & Southern	....	....	....	....	....	....	....	....	....	....	.....	.....
15	Sydney & Louisburg	....	....	....	....	....	....	....	....	....	....	.....	.....
16	Temiskaming & Northern Ontario	....	....	....	....	....	....	....	....	....	....	.....	.....
17	Toronto, Hamilton & Buffalo	....	2	....	....	....	....	....	....	....	....	.....	2
18	Vancouver, Victoria & Eastern	....	4	....	....	....	2	....	....	....	....	.....	6
19	Wabash (in Canada)	....	....	....	....	....	....	....	....	....	....	.....	.....
	Final Total	....	140	....	35	....	15	....	8	....	39	.....	237

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Movement of Trains, Locomotives or Cars.

SHOPMEN.

Kind of Accident.										Total Accidents to Shopmen.		
Handling Traffic		Handling Tools Machinery, etc.		Handling Supplies, etc.		Getting on or off Locomotives or Cars at Rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Number
			2						4		6	1
	1								1		2	2
	3		187		11		32	1	116	1	349	3
	1		26		18		8		47		100	4
			54		1		2		5		62	5
			1								1	6
			4						12		16	7
			9				2		2		13	8
												9
			267		167				141		575	10
			3						1		4	11
			2		5		1		4		12	12
							1				1	13
									2		2	14
									7		7	15
			5								5	16
			10		5		3		1		19	17
												18
			8						2		10	19
	5		578		207		49	1	345	1	1,184	

TABLE 16.—SUMMARY of Accidents to Persons for the

B.—Accidents Arising from causes other than those Resulting

TRACKMEN.

No.	Name of Railway.	Kind of Accident.										Total Accidents to Trackmen.	
		Handling Traffic.		Handling Tools, Machinery, etc.		Handling Supplies, etc.		Getting on or off Locomotives or Cars at Rest.		Other Causes.			
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Algoma Central & Hudson Bay	....	....	....	1	....	2	....	....	....	2	.....	5
2	Canadian Pacific	....	3	1	124	....	48	....	4	4	146	5	325
3	Canadian Northern	....	....	1	16	....	9	....	....	....	17	1	42
4	Canada Southern	....	....	....	12	....	17	....	....	....	3	.....	32
5	Crow's Nest Southern	....	....	....	....	....	....	....	....	....	1	.....	1
6	Esquimalt & Nanaimo	....	....	....	....	....	....	....	....	....	....	.....	.....
7	Grand Trunk	....	....	....	1	....	6	....	....	....	6	.....	13
8	Grand Trunk Pacific	....	2	....	1	....	1	....	....	....	23	.....	27
9	Hereford	....	....	....	....	....	....	....	....	....	1	.....	1
10	Manitoba Great Northern	....	....	....	....	....	1	....	....	....	....	.....	1
11	Montreal & Atlantic	....	3	....	2	....	....	....	....	....	2	.....	7
12	Napierville Junction	....	....	....	....	....	....	....	....	....	....	.....	.....
13	Nelson & Fort Sheppard	....	....	....	....	....	....	....	....	....	1	.....	1
14	National Transcontinental	....	....	....	2	....	7	....	....	2	12	2	21
15	Ottawa & New York	....	....	....	....	....	....	....	....	....	1	.....	1
16	Père Marquette	....	....	....	....	....	2	....	....	....	....	.....	2
17	Quebec Central	....	....	....	....	....	....	....	2	....	3	.....	5
18	Quebec, Montreal & Southern	....	....	....	....	....	....	....	....	....	....	.....	.....
19	St. Lawrence & Adirondack	....	....	....	....	....	1	....	....	....	....	.....	1
20	Temiskaming & Northern Ontario	....	....	....	5	....	7	....	....	....	2	.....	14
21	Toronto, Hamilton & Buffalo	....	....	....	3	....	1	....	....	....	....	.....	4
22	Vancouver, Victoria & Eastern	....	....	....	....	....	7	....	1	....	7	.....	15
23	Wabash (in Canada)	....	....	....	....	....	2	....	....	....	....	.....	2
	Final Total	....	8	2	167	....	111	....	7	6	227	8	520

PASSENGERS.

1	Canadian Pacific	....	....	....	....	....	....	....	1	....	9	.....	10
2	Canadian Northern	....	....	....	....	....	....	....	....	....	1	.....	1
3	Canada Southern	....	....	....	....	....	....	....	....	....	1	.....	1
4	Esquimalt & Nanaimo	....	....	....	....	....	....	....	....	....	....	.....	.....
5	Grand Trunk	....	....	....	....	....	....	....	....	....	3	.....	3
6	Midland of Manitoba	....	....	....	....	....	....	....	1	....	....	.....	1
7	National Transcontinental	....	....	....	....	....	....	....	....	....	....	.....	.....
8	Ottawa & New York	....	....	....	....	....	....	....	....	....	....	.....	.....
9	Quebec, Montreal & Southern	....	....	....	....	....	....	....	....	....	1	.....	1
10	Vancouver, Victoria & Eastern	....	....	....	....	....	....	....	....	....	1	.....	1
	Final Total	....	....	....	....	....	....	....	2	....	16	.....	18

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from the Movement of Trains, Locomotives or Cars.

OTHER EMPLOYEES.

Kind of Accident.										Total Accidents to Other Employees.		
Handling Traffic.		Handling Tools, Machinery, etc.		Handling Supplies, etc.		Getting on or off Locomotives or Cars at Rest.		Other Causes.				
Killed.	Injured.	Killed.	Injured.	Killed.	Injured	Killed.	Injured.	Killed.	Injured	Killed.	Injured	Number.
	1				1				10		12	1
	42	4	75		28		35	3	193	7	373	2
	22		16		13		3	4	79	4	133	3
			12		11		5		27		55	4
	1								1		2	5
			1								1	6
1	13		1					1	45	2	59	7
	6		6		1		3	1	33	1	49	8
									1		1	9
												10
									1		1	11
									1		1	12
												13
1	1		91		27				87	1	206	14
	1		3		3				2		9	15
												16
												17
									2		2	18
												19
			5		1				1		7	20
					1		1		5		7	21
								1	16	1	16	22
									2		2	23
2	87	4	210		86		47	10	506	16	936	

OTHER PERSONS.

	2							2	9	2	11	1
	1								1		2	2
												3
								1		1		4
								1	6	1	6	5
									2		2	6
								1	2	1	2	7
								1		1		8
									1		1	9
									1		1	10
	3							6	22	6	25	

ELECTRIC

TABLE 1.—SUMMARY of Road, Mileage,

No.	Name of Railway.	Track Mileage.				
		Length of Road First Main Track.	Length of Road Second Main Track.	Total Main Track.	Length of Sidings and Turnouts.	Total Computed as Single Track.
1	Berlin and Waterloo	3·28	1·40	4·68	·38	5·06
2	Berlin and Northern	3·15	.....	3·15	·10	3·25
3	Berlin, Waterloo, Wellesley and Lake Huron	17·81	1·36	19·17	7·25	26·42
4	Brandon Municipal	10·31	.....	10·31	.....	10·31
5	Brantford and Hamilton	23·00	.....	23·00	.....	23·00
6	Brantford Municipal	29·96	1·95	31·91	.....	31·91
7	British Columbia	242·55	65·68	308·23	43·60	351·83
8	Calgary Municipal	55·00	15·50	70·50	1·00	71·50
9	Canadian Resources Development	1·75	.....	1·75	·16	1·91
10	Cape Breton	30·52	.....	30·52	1·11	31·63
11	Chatham, Wallaceburg & Lake Erie	36·94	.....	36·94	3·66	40·60
12	Cornwall	4·00	.....	4·00	2·50	6·50
13	Edmonton Interurban (not operated)	8·19	.....	8·19	·50	8·69
14	Edmonton Radial	52·37	.....	52·37	1·54	53·91
15	Fort William	19·88	9·56	29·44	·94	30·38
16	Guelph Radial	8·50	.....	8·50	·33	8·83
17	Halifax Tramways	12·29	9·29	21·58	·04	21·62
18	Hamilton and Dundas	7·00	.....	7·00	.....	7·00
19	Hamilton, Grimsby and Beamsville	22·00	.....	22·00	.....	22·00
20	Hamilton Street	30·06	.....	30·06	.....	30·06
21	Hamilton Radial	25·00	8·69	33·69	.....	33·69
22	Hull	15·67	12·15	27·82	3·49	31·31
23	International Transit	4·30	.....	4·30	·22	4·52
24	Kingston, Portsmouth & Cataraqui	8·00	.....	8·00	.....	8·00
25	Lethbridge Municipal	11·00	.....	11·00	·07	11·07
26	Levis County	11·75	.....	11·75	.....	11·75
27	London Street	35·19	.....	35·19	.....	35·19
28	London and Lake Erie	28·00	.....	28·00	1·50	29·50
29	London and Port Stanley	23·60	.....	23·60	19·00	42·60
30	Moncton Tramways	4·47	.....	4·47	·03	4·50
31	Montreal Tramways	124·26	80·41	204·67	28·82	233·49
32	Montreal and Southern Counties	52·20	.....	52·20	4·33	56·53
33	Moosejaw	9·00	1·50	10·50	1·50	12·00
34	Nelson	2·13	1·25	3·38	·05	3·43
35	Niagara Falls, Park and River	11·91	11·20	23·11	1·37	24·48
36	Niagara, St. Catharines and Toronto	63 07	.....	63 07	13 39	76 46
37	Niagara, Welland and Lake Erie	1·87	.....	1·87	·30	2·17
38	Nipissing Central	15·37	.....	15·37	4·65	20·02
39	Oshawa	9·00	3·00	12·00	1·00	13·00
40	Ottawa	28·11	21·37	49·48	1·93	51·41
41	Peterborough Radial	6·39	.....	6·39	·66	7·05
42	Port Arthur	12·43	6·10	18·53	1·00	19·53
43	Pictou County	.....	.....	.....	.....	.....
44	Quebec Ry., Light & Power (Citadel)	19·91	.....	19·91	.....	19·91
45	Quebec Ry, Light & Power Co., (Montmorency)	28·60	9·80	38·40	3·00	41·40
46	Regina Municipal	31·35	.....	31·35	2·15	33·50
47	Sandwich, Windsor & Amherstburg	40·78	.....	40·78	.....	40·78
48	Sarnia	8·25	.....	8·25	1·00	9·25
49	Sherbrooke	9·00	.....	9·00	·53	9·53
50	St. John, N.B.	.....	.....	.....	.....	.....
51	St. Stephen	7·00	.....	7·00	.....	7·00
52	St. Thomas	7·00	.....	7·00	.....	7·00
53	Suburban Rapid Transit	21·02	.....	21·02	.....	21·02
54	Saskatoon Municipal	12·63	3·53	16·16	·12	16·28
55	Toronto	116·44	2·51	118·95	18·51	137·46
56	Toronto Suburban	18·79	.....	18·79	·35	19·14
57	Toronto and York Radial	72·43	.....	72·43	9·57	82·00
58	Winnipeg	110·14	.....	110·14	.....	110·14
59	Windsor, Essex and Lake Shore	36·17	1·13	37·30	1·85	39·15
60	Winnipeg, Selkirk & Lake Winnipeg	39·40	.....	39·40	.....	39·40
61	Yarmouth	3·00	.....	3·00	.....	3·00
62	Schomberg and Aurora Railway	14·40	.....	14·40	.....	14·40
63	Three Rivers Traction Company	4·00	.....	4·00	·25	4·25
64	Toronto Civic Railway	9·14	9·14	18·28	1·04	19·32
	Total	1,730·73	276·52	2,007·25	184·79	2,192·04

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RAILWAYS.

Passengers and Freight carried, Year ending June 30, 1916.

Car Mileage.				Passenger Traffic.			Ft. Traf.	
Length of Track Leased.	Passenger Car Mileage.	Freight, Mail and Express Car Mileage.	Total Car Mileage.	Fare Passengers Carried.	Transfer Passengers Carried.	Passengers Carried.	Number of Tons of Freight Carried.	No.
.....	207,528		207,528	1,010,114	16,664	1,026,778		1
..	35,400		35,400	192,227		192,227		2
.....	260,717	40,460	301,177	1,373,823		1,373,823	164,653	3
.. ..	235,281		235,281	627,739	49,481	677,220		4
..	321,158	41,006	362,164	759,063		759,063	5,322	5
	853,643		853,643	1,514,418		1,514,418	175	6
141·30	11,658,056	899,383	12,557,439	43,021,598	6,112,946	49,134,544	228,087	7
.....	2,524,860	2,550	2,527,410	12,986,234	4,500,000	17,486,234	1,192	8
	6,636		6,636	6,633		6,633		9
19·03	666,230	19,216	685,446	4,171,838	72,044	4,243,882		10
.....	275,500	219,155	494,655	416,049		416,049	107,484	11
.	205,549	17,757	223,306	422,221		422,221	76,014	12
								13
	2,106,051	32,447	2,138,498	10,948,518	1,249,881	12,198,399	2,940	14
	618,364		618,364	2,581,029	395,941	2,976,970		15
	235,975	43,000	278,975	1,090,017	173,397	1,263,414	13,574	16
	1,362,693		1,362,693	8,061,025	686,304	8,747,329		17
	166,663		166,663	974,519		974,519	40	18
.....	377,083	28,152	405,235	1,019,152		1,019,152	31,952	19
	2,618,393		2,618,393	15,630,059	3,954,832	19,584,891		20
	510,004	14,636	524,640	1,234,890		1,234,890	25,511	21
	770,982	27,734	798,716	2,513,257	101,000	2,614,257	9,231	22
	287,342		287,342	1,536,747		1,536,747		23
	199,680		199,680	1,032,656	144,333	1,176,989		24
	284,234		284,234	963,719	52,674	1,016,393		25
	404,641	11,700	416,341	2,034,518	386,936	2,421,454	2,550	26
..	1,960,217	....	1,960,217	11,342,886	1,792,068	13,134,954		27
.....				403,717		403,717	15,492	28
. .	329,435	220,175	549,610	548,326		548,326	371,014	29
.	117,301	..	117,301	426,961		426,961		30
				156,408,303	55,542,897	211,951,200		31
27·83	603,044	974	604,018	1,982,983	104,136	2,087,119		32
.	409,240		409,240	1,962,852		1,962,852		33
	30,236		30,236	273,096		273,096		34
	272,034		272,034	1,212,043		1,212,043		35
.	1,324,380	120,844	1,445,224	5,524,212		5,524,212	403,700	36
	86,892		86,892	552,765		552,765		37
13·23	268,525		268,525	1,386,748		1,386,748		38
	53,491	28,419	81,910	238,500		238,500	164,335	39
	4,756,501		4,756,501	25,392,750	8,464,250	33,857,000		40
.	437,896		437,896	1,240,680	334,645	1,575,325		41
	561,921		561,921	2,155,425	412,760	2,568,185		42
..								43
.	2,098,911	15	2,098,926	12,278,607	2,795,428	15,074,035	40	44
	442,378		442,378	1,775,523		1,775,523		45
	899,574	9,524	909,098	4,236,310	532,839	4,769,149	20,779	46
9·45	1,103,557		1,103,557	6,044,912	916,192	6,961,104		47
.	204,244	4,952	209,196	1,066,477	67,184	1,133,661	201,449	48
	419,294	.	419,294	1,128,432	207,532	1,335,964		49
								50
	183,960		183,960	766,583	26,163	792,746		51
	295,785		295,785	489,051	137,318	626,369		52
.	432,468		432,468	767,973		767,973	653	53
..	736,077		736,077	3,257,611	579,856	3,837,467		54
	20,056,819		20,056,819	145,812,384	62,262,799	208,075,183		55
	457,190	11,461	468,651	2,890,880	199,215	3,090,095	348	56
.....	2,119,156	102,188	2,221,344	5,454,649		5,454,649	43,185	57
..	10,424,726		10,424,726	52,459,531	18,355,201	70,814,732		58
	314,039	94,630	408,669	548,220	9,516	557,736	32,142	59
	431,052		431,052	663,617		663,617	4,342	60
	89,145		89,145	249,111		249,111		61
	21,090		21,090	24,092		24,092	10,465	62
.....	130,308		130,308	411,856	38,217	450,073		63
	1,262,685		1,262,685	12,604,038		12,604,038		64
210·84	80,526,234	1,990,378	82,516,612	580,094,167	170,674,649	750,768,816	1,936,674	

TABLE 2.—AMOUNT of Railway Capital at the

No.	1 Name of Electric Railway.	2 Stocks. Amount Outstanding.	3 Stocks. Amount per mile of Line.	4 Proportion to total Railway Capital 100 x Col. 2. Col. 12.
		$	$	Per cent.
1	Berlin and Waterloo			
2	Berlin and Northern	17,400	6,825	88·78
3	Berlin, Waterloo, Wellesley and Lake Huron	125,000	7,018	22·69
4	Brandon Municipal			
5	Brantford and Hamilton	300,000	13,043	31·23
6	Brantford Municipal			
7	British Columbia	9,173,000	26,619	58·00
8	Calgary Municipal			
9	Canadian Resources Development	486,000	255,455	100·00
10	Cape Breton (*a*)	1,359,000	114,974	58·00
11	Chatham, Wallaceburg and Lake Erie	760,600	18,734	48·70
12	Cornwall	200,000	50,000	100·00
13	Edmonton Interurban	600,000	73,260	100·00
14	Edmonton Radial			
15	Fort William Terminal Railway and Bridge Co.	125,000		
16	Fort William			
17	Grand Valley	1,100,000	25,999	60·00
18	Guelph Radial	169,900	19,151	100·00
19	Halifax Tramway (*a*)	1,400,000	64,755	70·00
20	Hamilton and Dundas	100,000	14,285	50·00
21	Hamilton, Grimsby and Beamsville	235,000	10,682	61·03
22	Hamilton Radial	111,150	4,446	41·00
23	Hamilton Street	1,205,000	29,689	66·52
24	Hull	292,000	16,000	100·00
25	International Transit Co.	150,000	34,884	40·00
26	Kingston, Portsmouth and Cataraqui	83,100	10,388	45·60
27	Lethbridge Municipal			
28	Levis County	412,900	35,140	73·00
29	London Street	556,000	21,609	45·38
30	London and Lake Erie	2,000,000	71,429	70·40
31	Moncton Tramways (*a*)	1,125,400	413,750	76·00
32	Montreal Tramways	2,963,970		53·00
33	Montreal and Southern Counties	1,000,000	85,984	52·00
34	Moosejaw	751,227	83,469	100·00
35	Nelson			
36	Niagara Falls, Park and River			
37	Niagara, St. Catharines and Toronto	925,000	11,581	45·70
38	Niagara, Welland and Lake Erie	250,000	133,690	81·00
39	Nipissing Central	530,000	105,900	100·00
40	Oshawa	40,000	3,077	33·80
41	Ottawa	1,876,900	38,156	80·49
42	Peterborough Radial	100,000	14,948	34·16
43	Pictou County	300,000	37,037	50·00
44	Port Arthur			
45	Quebec Railway, Light and Power Co. (*a*)	3,250,000	53,132	55·00
46	Regina			
47	Sandwich, Windsor and Amherstburg	297,000	7,425	33·11
48	Sarnia	90,000	9,838	54·90
49	Saskatoon			
50	Sherbrooke (*a*)	1,127,000	114,429	50·00
51	St. John	800,000	42,105	44·41
52	St. Stephen	100,000	14,375	50·00
53	St. Thomas	85,028	12,147	100·00
54	Suburban Rapid Transit	100,000	4,800	16·66
55	Sydney and Glace Bay	500,000	26,738	55·43
56	Toronto	12,000,000	96,774	71·00
57	Toronto Suburban	1,500,000	79,787	36·00
58	Toronto and York Radial	2,000,000	24,390	54·95
59	Windsor, Essex and Lake Shore	750,000	18,750	50·00
60	Winnipeg (*a*)	13,380,000	123,888	71·00

close of the Year ending June 30, 1916.

5	6	7	8	9	12	13	
Funded Debt.			Funded Debt.		Summary.		
Amount Outstanding Cols. 8+9.	Amount per mile of Line.	Proportion to total Railway Capital. 100 x Col. 5. / Col. 12.	Designation. Bonds.	Miscellaneous Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	No.
$	$	Per cent.	$	$	$	$	
155,609	47,441	100·00	155,609		155,609	47,441	1
2,400	942	11·22	2,400		19,800	7,767	2
426,000	23,919	77·31	426,000		551,000	30,937	3
450,000	52,941	100·00	450,000		450,000	52,941	4
660,000	28,696	68·77	660,000		960,000	41,739	5
270,000	6,666	100·00	270,000		270,000	50,000	6
6,827,000	19,812	42·00	6,827,000		16,000,000	46,431	7
2,280,210	31,891	100·00	2,280,210		2,280,210	31,891	8
					486,000	255,455	9
1,096,000	89,086	42·00	1,096,000		2,455,000	204,060	10
694,500	21,657	51·30	694,500		1,455,100	40,391	11
					200,000	50,000	12
					600,000	73,260	13
2,996,816	55,695	100·00	2,996,816		2,996,816	55,695	14
					125,000		15
1,112,000	56,218	100·00	1,112,000		1,112,000	56,218	16
688,800	17,036	40·00	688,800		1,788,800	43,035	17
					169,000	19,151	18
600,000	27,752	30·00	600,000		2,000,000	92,507	19
100,000	14,285	50·00	100,000		200,000	28,570	20
150,000	6,818	38·97	150,000		385,000	17,500	21
160,000	6,400	59·00	160,000		271,150	10,846	22
440,000	15,033	33·48	440,000		1,645,000	44,902	23
					292,000	16,000	24
220,000	51,162	60·00	220,000		370,000	86,046	25
99,250	12,406	54·40	99,250		182,350	22,794	26
408,877	37,171	100·00	408,877		408,877	37,171	27
151,100	12,860	27·00	151,100		564,000	48,000	28
669,000	26,001	54·62	669,000		1,255,000	47,610	29
840,000	30,000	29·60	840,000		2,840,000	101,429	30
387,000	142,316	24·00	387,000		1,512,400	556,066	31
32,771,487		47·00	32,771,487		35,735,457		32
949,627	81,864	48·00	949,627		1,949,627	167,848	33
					751,227	82,469	34
81,000	24,000	100·00	81,000		81,000	24,000	35
600,000	50,378	100·00	600,000		600,000	50,378	36
1,098,000	13,747	54·30	1,098,000		2,023,000	25,328	37
61,500	32,887	19·00	52,000	9,500	311,500	166,577	38
					530,000	105,900	39
78,452	6,035	66·20	78,452		118,452	9,112	40
455,000	9,250	19·51	455,000		2,331,900	47,406	41
192,753	28,813	65·84	192,753		292,753	43,761	42
300,000	37,037	50·00	300,000		660,000	74,074	43
886,647	4,540	100·00	886,647		886,647	4,540	44
2,513,434	41,089	45·00	2,500,000	13,434	5,763,434	94,221	45
1,475,000	44,679	100·00	1,475,000		1,475,000	44,697	46
600,000	14,850	66·89	600,000		897,000	22,275	47
80,000	8,540	45·10	80,000		170,000	18,378	48
739,644	45,433	100·00	625,000	114,644	739,644	45,433	49
1,124,400	114,429	50·00	1,124,400		2,251,400	228,858	50
1,000,000	52,361	55·59	1,000,000		1,800,000	94,736	51
100,000	14,375	50·00	100,000		200,000	28,750	52
					85,028	12,147	53
500,000	24,000	83·34	500,000		600,000	28,800	54
402,000	21,978	44·57	402,000		902,000	48,716	55
4,912,066	41,447	29·00	4,912,066		16,912,066	138,221	56
2,628,000	140,000	64·00	2,628,000		4,128,000	219,787	57
1,640,000	20,000	45·05	1,640,000		3,640,000	44,390	58
750,000	18,750	50·00	750,000		1,500,000	37,500	59
5,000,000	46,296	29·00	5,000,000		18,380,000	170,184	60

TABLE 2.—AMOUNT of Railway Capital at the

No.	1 Name of Electric Railway.	2 Stocks. Amount Outstanding.	3 Stocks. Amount per mile of Line.	4 Stocks. Proportion to total Railway Capital 100 x Col. 2. Col. 12.
		$	$	Per cent.
61	Winnipeg, Selkirk and Lake Winnipeg	115,000	2,918	22·30
62	Yarmouth (a)	220,000	73,333	51·00
63	London and Port Stanley			
64	Schomberg and Aurora	250,000		
65	Three Rivers Traction Co	250,700		
66	Toronto Civic			
67	Windsor and Tecumseh	100,000		
	Final Totals	67,738,275		

(a) Capital represents all divisions of the Company.

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close of the Year ending June 30, 1916—*Continued.*

5	6	7	8	9	12	13	
Funded Debt.			Funded Debt.		Summary.		
Amount Outstanding Cols. 8+9.	Amount per mile of Line.	Proportion to total Railway Capital. 100 x Col. 5. / Col. 12.	Designation. Bonds.	Designation. Miscellaneous Obligations.	Total Railway Capital. Cols. 2+5.	Amount per Mile of Line. Cols. 3+6.	No.
$	$	Per cent.	$	$	$	$	
400,000	10,153	77·70	400,000		515,000	13,071	61
212,000	70,666	49·00	212,000		432,000	143,999	62
900,000			900,000		900,000		63
300,000			300,000		550,000		64
250,000			250,000		500,700		65
2,082,737			2,082,737		2,082,737		66
189,000			189,000		289,000		67
87,157,309			87,019,731	137,578	154,895,584		

TABLE 3.—Income Account

No.	Name of Railway.	Income.			
		Net Earnings from Operation.	Net Loss from Operation.	Miscellaneous Income.	Total Income from Operation.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	15,645 43			15,645 43
2	Berlin and Northern	1,310 99			1,310 99
3	Berlin, Waterloo, Wellesley & Lk. Huron	95,386 97			95,386 97
4	Brandon Municipal	598 45			598 45
5	Brantford & Hamilton	32,414 44			32,414 44
6	Brantford Municipal	34,779 20			34,779 20
7	British Columbia	19,247 06		1,594,528 41	1,613,775 47
8	Calgary	172,717 09		15,877 02	188,594 11
9	Canadian Resources Development		1,146 91		1,146 91
10	Cape Breton	84,480 51		122,713 53	207,194 04
11	Chatham, Wallaceburg & Lake Erie	66,951 88			66,951 88
12	Cornwall	11,195 67		77 82	11,273 49
13	Edmonton Radial	166,268 50			166,268 50
14	Fort William	25,777 86			25,777 86
15	Guelph Radial	11,515 59			11,515 59
16	Halifax Tramway	137,806 38		214,195 49	352,001 87
17	Hamilton & Dundas	19,540 44			19,540 44
18	Hamilton, Grimsby and Beamsville	12,140 84			12,140 84
19	Hamilton Street	245,407 66			245,407 66
20	Hamilton Radial	16,365 59			16,365 59
21	Hull	33,262 39		30,168 98	63,432 37
22	International Transit Co	33,182 05		41 42	33,223 47
23	Kingston, Portsmouth & Cataraqui	10,758 64		1,708 31	12,466 95
24	Lethbridge Municipal	5,813 92			5,813 92
25	Levis County	10,874 27			10,874 27
26	London Street	140,390 58			140,390 58
27	London and Lake Erie		3,183 89	46 64	−2,137,25
28	London & Port Stanley	100,438 44			100,438 44
29	Moncton Tramways		1,722 93	63,999 90	62,276 97
30	Montreal and Southern Counties	1,943 68		251 57	2,195 25
31	Montreal Tramways	2,902,712 00			2,902,712 00
32	Moosejaw	15,610 95			15,610 95
33	Nelson		1,492 57		−1,492 57
34	Niagara Falls, Park and River		119,739 04	6,430 01	−113,309 03
35	Niagara, St. Catherines and Toronto	247,957 81			247,957 81
36	Niagara, Welland and Lake Erie	15,169 93			15,169 93
37	Nipissing Central	35,579 81		516 15	36,095 96
38	Oshawa	43,565 00		483 16	44,048 16
39	Ottawa	434,725 69			434,725 69
40	Peterborough Radial	19,530 91			19,530 91
41	Pictou County				
42	Port Arthur	15,335 22		1,301 44	16,636 66
43	Quebec Rly., Light & Power Co. (Citadel)	200,829 52			200,829 52
44	" " " (Montmorency)	65,426 88			65,426 88
45	Regina Municipal	5,917 87			5,917 87
46	Sandwich, Windsor and Amherstburg	139,970 36		35,657 46	175,627 82
47	Sarnia	19,331 86			19,331 86
48	Sherbrooke	11,535 13		54,814 57	66,349 70
49	St. John				
50	St. Stephen	10,908 47			10,908 47
51	St. Thomas		4,974 65		−4,974 65
52	Saskatoon	51,248 41			51,248 41
53	Suburban Rapid Transit		19,557 56	30,980 98	11,423 42
54	Toronto	2,611,430 19		90,000 00	2,701,430 19
55	Toronto Suburban	83,973 30		3,807 03	87,780 33
56	Toronto & York Radial	165,243 57			165,243 57
57	Windsor, Essex and Lake Shore	61,365 84			61,365 84
58	Winnipeg	720,075 13		650,226 76	1,370,301 89
59	Winnipeg, Selkirk & Lake Winnipeg	46,518 93		10,434 77	56,953 70
60	Yarmouth	17,674 57		312 41	17,986 98
61	Schomberg and Aurora Railway		1,951 82		−1,951 82
62	Three Rivers Traction Company	2,222 95			2,222 95
63	Toronto Civic Railway	19,469 98			19,469 98
	Total	9,469,545 80	153,769 37	2,928,573 83	12,244,350 26

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for the Year ending June 30, 1916.

Deductions from Income.					Net.		No.
Taxes.	Interest on Funded Debt.	Interest on Floating Debt.	All Other Deductions.	Total.	Income.	Loss	
$ cts.	$ cts.	$ cts.	$ cts	$ cts.	$ cts	$ cts.	
	7,764 42			7,764 42	7,881 01		1
247 74	70 00	1,283 71		1,601 45		290 46	2
4,607 29	17,040 00	179 76		21,827 05	73,559 92		3
	20,100 00	25		20,100 25		19,701 80	4
4,826 00	39,600 00	44,378 49		88,804 49		56,390 05	5
					34,779 20		6
140,927 50	644,463 00		158,755 16	944,145 66	669,629 81		7
2,925 48	106,359 48			109,284 96	79,309 15		8
						1,146 91	9
12,894 59	53,204 03	1,445 59	49,050 00	116,594 21	90,599 83		10
1,748 03	35,825 00	3,865 56		41,438 59	25,513 29		11
782 61		296 39	4,539 37	5,618 37	5,655 12		12
47,406 13	141,213 14	88,393 01		277,012 28		110,743 78	13
	81,887 60			81,887 60		56,109 74	14
1,639 35				1,639 35	9,876 24		15
20,248 24	30,000 00		8,104 48	58,352 72	293,649 15		16
1,131 58	5,000 00			6,131 58	13,408 86		17
4,397 08	7,500 00	2,742 67		14,639 75		2,498 91	18
68,115 09	20,227 80	13,187 46		101,530 35	143,877 31		19
5,979 69	8,000 00	43,182 26		57,161 95		40,796 36	20
1,201 39		60,000 00	1,401 36	62,602 75	829 62		21
1,006 64	10,000 00	3,740 61		14,747 25	18,476 22		22
	3,970 00			3,970 00	8,496 95		23
5,373 69	18,802 09			24,175 78		18,361 86	24
667 26	7,555 00	8,538 59	6,609 24	23,370 09		12,495 82	25
10,379 76	33,083 96	9,179 75		44,643 47	95,747 11		26
2,603 23	42,000 00	587 88	2,134 69	47,325 80		50,463 05	27
6,962 64	40,786 29	8,775 79	20,000 00	76,524 72	23,913 72		28
					62,276 97		29
2,987 38		89,085 43		92,072 81		89,877 56	30
93,600 00	806,721 00	800,000 00	418,085 00	2,118,406 00	784,306 00		31
					15,610 95		32
						1,492 57	33
4,298 61	30,000 00			34,298 61		147,607 64	34
18,186 57				18,186 57	229,771 24		35
639 58		3,358 33	414 51	4,412 42	10,757 51		36
			11,704 54	11,704 54	24,391 42		37
1,822 48	1,825 00			3,647 48	40,400 68		38
37,382 21	17,600 00	33,663 57		88,645 78	346,079 91		39
680 74	7,129 15	3,200 00		11,009 89	8,521 02		40
							41
		69,093 37		69,093 37		52,456 71	42
					200,829 52		43
					65,426 88		44
	70,500 00		28,437 46	98,937 46		93,019 59	45
6,919 80	31,500 00			38,419 80	137,208 02		46
1,106 79	3,795 50			4,902 29	14,429 57		47
	54,711 53	3,712 02	4,207 10	62,630 65	3,719 05		48
							49
777 11	5,000 00			5,777 11	5,131 36		50
						4,974 65	51
	34,113 71	3,611 86		37,725 57	13,522 84		52
1,557 69	25,000 00	5,043 76	148 31	31,749 76		20,326 34	53
1,083,878 23	245,281 48		7,000 00	1,336,159 71	1,365,270 48		54
2,032 82	38,575 85		14,790 01	55,398 68	32,381 65		55
13,437 32	82,000 00	60,172 59		155,609 91	9,633 66		56
2,137 50	37,500 00	19,275 13		58,912 63	2,453 21		57
178,767 88	250,000 00	158,459 35		587,227 23	783,074 66		58
4,860 87	28,268 75	4,675 16	188 09	37,992 87	18,960 83		59
1,128 41	10,575 00	504 17	223 00	12,430 58	5,556 40		60
168 95	34,842 16			35,011 11		36,962 93	61
	5,191 67	374 88		5,566 55		3,343 60	62
	87,239 26		2,220 14	89,459 40		69,989 42	63
1,802,441 95	3,281,821 87	1,536,007 39	738,012 46	7,358,283 67	5,774,916 34	888,849 75	

TABLE 3.—Income Account for

No.	Name of Railway.	Deductions from		
		Reserves and Special Charges.	Dividends.	Total Deductions.
		$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	5,497 77		5,497 77
2	Berlin and Northern			
3	Berlin, Waterloo, Wellesley and Lake Huron		12,500 00	12,500 00
4	Brandon Municipal	5,968 08		5,968 08
5	Brantford and Hamilton			
6	Brantford Municipal			
7	British Columbia	819,206 25	349,200 00	1,168,406 25
8	Calgary	74,328 63		74,328 63
9	Canadian Resources Development			
10	Cape Breton	10,911 67	47,790 00	58,701 67
11	Chatham, Wallaceburg and Lake Erie			
12	Cornwall			
13	Edmonton Radial			
14	Fort William	5,690 07		5,690 07
15	Guelph Radial		10,240 50	10,240 50
16	Halifax Tramway	100,500 00	112,000 00	212,500 00
17	Hamilton and Dundas		5,000 00	5,000 00
18	Hamilton, Grimsby & Beamsville			
19	Hamilton Street		91,400 00	91,400 00
20	Hamilton Radial			
21	Hull	25,000 00		25,000 00
22	International Transit Co			
23	Kingston, Portsmouth and Cataraqui			
24	Lethbridge Municipal	9,399 67		9,399 67
25	Levis County			
26	London Street		33,360 00	33,360 00
27	London and Lake Erie			
28	London and Port Stanley			
29	Moncton Tramways			
30	Montreal and Southern Counties			
31	Montreal Tramways	349,013 00	323,871 00	672,884 00
32	Moosejaw			
33	Nelson			
34	Niagara Falls, Park and River			
35	Niagara, St. Catharines and Toronto			
36	Niagara, Welland and Lake Erie			
37	Nipissing Central			
38	Oshawa			
39	Ottawa		281,535 00	281,535 00
40	Peterborough Radial			
41	Pictou County			
42	Port Arthur	2,830 07		2,830 07
43	Quebec Rly., Light and Power Co. (Citadel)			
44	" " " (Montmorency)			
45	Regina Municipal			
46	Sandwich, Windsor and Amherstburg			
47	Sarnia		5,400 00	5,400 00
48	Sherbrooke			
49	St. John			
50	St. Stephen		5,000 00	5,000 00
51	St. Thomas			
52	Saskatoon	15,560 82		15,560 82
53	Suburban Rapid Transit			
54	Toronto		957,812 40	957,812 40
55	Toronto Suburban	940 00		940 00
56	Toronto and York Radial			
57	Windsor, Essex and Lake Shore			
58	Winnipeg	49,781 59	599,797 92	649,579 51
59	Winnipeg, Selkirk and Lake Winnipeg			
60	Yarmouth			
61	Schomberg and Aurora Railway			
62	Three Rivers Traction Company			
63	Toronto Civic Railway	60,443 73		60,443 73
	Total	1,535,071 35	2,834,906 82	4,369,978 17

the Year ending June 30, 1916—*Continued.*

Net Income.		Profit and Loss Adjustments During the Year.		On June 30, 1916.		No.
Surplus for Year.	Deficit for Year.	Credit.	Debit.	Surplus.	Deficit.	
$ cts.	$ cts.	$ cts	$ cts	$ cts	$ cts	
2,383 24				2,383 24		1
	290 46				290 46	2
61,059 92		1,395 48	787 34	61,668 06		3
	25,469 88	26,565 55	27,803 90		26,708 23	4
	56,390 05				56,390 05	5
				34,779 20		6
	498,776 44				498,776 44	7
4,980 52				4,980 52		8
	1,146 91	654 50			492 41	9
31,898 16			15,113 22	16,784 94		10
25,513 29				25,513 29		11
			151 95	5,503 17		12
	110,743 78	198,585 20	13,476 34	74,365 08		13
	61,799 81		71,127 20		132,927 01	14
	364 36				364 36	15
81,149 15				81,149 15		16
8,408 86				8,408 86		17
	2,498 91				2,498 91	18
52,477 31				52,477 31		19
	40,796 36				40,796 36	20
	24,170 38				24,170 38	21
18,476 22				18,476 22		22
8,496 95				8,496 95		23
	27,761 53				27,761 53	24
	12,495 82				12,495 82	25
62,387 11		29 03	105,843 93		43,427 79	26
	50,463 05				50,463 05	27
23,913 72			5,439 58	18,474 14		28
62,276 97		4,157 93		66,434 90		29
	89,877 56				89,877 56	30
111,422 00				111,422 00		31
15,610 95				15,610 95		32
					1,492 57	33
	147,607 64				147,607 64	34
229,771 24				229,771 24		35
10,757 51			3,000 00	7,757 51		36
24,391 42			11,467 33	11,924 09		37
40,400 68		513 11	139,257 90		98,344 11	38
64,544 91				64,544 91		39
8,521 02			4,651 02	3,870 00		40
						41
	55,286 78				55,286 78	42
				200,829 52		43
				65,426 88		44
	93,019 59				93,019 59	45
137,208 02			130,869 90	6,338 12		46
9,029 57				9,029 57		47
3,719 05				3,719 05		48
						49
131 36				131 36		50
	4,974 65				4,974 65	51
	2,037 98				2,037 98	52
	20,326 34	932 35	19,289 82		37,647 29	53
407,458 08				407,458 08		54
31,441 65				31,441 65		55
9,633 66			35,830 78		26,197 12	56
2,453 21				2,453 21		57
133,495 15		37,384 99	64,985 43	105,894 71		58
18,960 83		3,232 79	63,260 31		41,066 69	59
5,556 40		5,677 57	981 80	10,252 17		60
	36,962 93				36,962 93	61
	3,343 60				3,343 60	62
	130,433 15				130,433 15	63
1,707,928 13	1,497,037 66	279,128 50	713,337 75	1,767,770 05	1,685,854 46	

TABLE 4.—SUMMARY of Gross Earnings from

No.	Name of Railway.	Car Earnings.				
		Passenger.	Freight.	Mail and Express.	Other Car Earnings.	Total Car Earnings.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	45,378 18	.....	1,995 46	.....	47,373 64
2	Berlin and Northern	7,689 08	.....	199 00	58 95	7,947 03
3	Berlin, Waterloo, Wellesley & Lake Huron	96,357 95	109,573 77	10,309 48	180 69	216,421 89
4	Brandon Municipal	28,390 05	.....	.....	200 00	28,590 05
5	Brantford & Hamilton	114,814,74	17,052 22	2,353 90	1,127 85	135,348 71
6	Brantford Municipal	94,524 52	3,244 95	.....	.....	97,869 47
7	British Columbia	2,102,935 55	347,164 50	.....	3,298 00	2,458,398 05
8	Calgary	533,094 95	2,177 60	.....	3,174 60	538,447 15
9	Canadian Resources Development	284 00	.....	.....	47 65	331 65
10	Cape Breton	208,521 90	.....	9,944 76	828 50	219,295 16
11	Chatham, Wallaceburg & Lake Erie	73,400 70	63,997 75	2,785 81	838 50	141,022 76
12	Cornwall	19,781 81	10,563 06	624 63	.....	30,969 50
13	Edmonton Radial	522,275 74	1,341 00	.....	5,549 20	529,165 94
14	Fort William	111,988 47	.....	.....	595 50	112,583 97
15	Guelph Radial	41,922 03	2,443 43	.....	.....	44,365 46
16	Halifax Tramway	347,965 92	.....	.....	.....	347,965 92
17	Hamilton & Dundas	69,263 14	519 91	916 25	1,521 80	72,221 10
18	Hamilton, Grimsby & Beamsville	91,781 65	28,713 32	7,834 42	661 05	128,990 44
19	Hamilton Street	653,278 16	.....	.....	1,991 88	655,270 04
20	Hamilton Radial	149,910 37	12,200 28	540 11	568 75	163,219 51
21	Hull	136,952 73	16,494 55	2,885 60	.....	156,332 88
22	International Transit Co	65,115 40	10 00	.....	.....	65,125 40
23	Kingston, Portsmouth & Cataraqui	41,521 66	.....	.....	.....	41,521 66
24	Lethbridge Municipal	45,258 94	.....	.....	112 20	45,371 14
25	Levis County	89,886 20	4,080 66	350 00	660 00	94,976 86
26	London Street	416,897 47	.....	1,639 92	487 36	419,024 75
27	London & Lake Erie	53,257 81	18,999 45	9,506 54	.....	81,763 80
28	London & Port Stanley	114,869 62	130,897 24	2,670 24	19,354 87	267,791 97
29	Moncton Tramways	16,608 64	.....	.....	.....	16,608 64
30	Montreal & Southern Counties	198,201 93	523 49	5,495 29	8,714 27	212,934 98
31	Montreal Tramways (not distributed	.....	.....	.....	.....	.....
32	Moosejaw	86,736 90	.....	.....	59 00	86,795 90
33	Nelson	11,379 00	.....	.....	.....	11,379 00
34	Niagara Falls, Park & River	115,487 25	.....	621 13	3,004 12	119,172 50
35	Niagara, St. Catharines & Toronto	414,833 58	229,376 89	10,827 53	32,270 20	687,308 20
36	Niagara, Welland & Lake Erie	25,538 57	.....	.....	.....	25,538 57
37	Nipissing Central	91,156 38	.....	.....	15,891 10	107,047 48
38	Oshawa	11,924 97	82,167 15	6,766 39	717 77	101,576 28
39	Ottawa	1,072,309 68	.....	.....	4,554 31	1,076,863 99
40	Peterborough Radial	56,221 28	.....	.....	2 50	56,223 78
41	Picton County	.....	.....	.....	.....	.....
42	Port Arthur	94,019 01	.....	437 50	185 60	94,642 11
43	Quebec Ry., Lt. & Power Co. (Citadel)	512,066 61	10 37	198 12	8,628 85	520,903 95
44	" " (Montmorency)	187,153 89	.....	6,241 75	8,934 28	202,329 92
45	Regina Municipal	179,215 35	8,142 46	881 25	689 98	188,929 04
46	Sandwich, Windsor & Amherstburg	294,369 50	653 75	7,595 71	.....	302,618 96
47	Sarnia	47,940 20	6,042 59	5,783 90	.....	59,766 69
48	Sherbrooke	48,608 80	.....	.....	55 00	48,663 80
49	St. John	.....	.....	.....	.....	.....
50	St. Stephen	38,056 40	.....	.....	.....	38,056 40
51	St. Thomas	19,932 91	.....	.....	.....	19,932 91
52	Saskatoon	165,180 29	.....	.....	725 50	165,905 79
53	Suburban Rapid Transit	36,025 96	3,786 75	976 00	35 00	40,823 71
54	Toronto	5,749,928 48	.....	.....	.....	5,749,928 48
55	Toronto Suburban	135,415 36	686 64	1,609 20	.....	137,711 20
56	Toronto & York Radial	449,188 44	67,976 32	5,010 47	.....	522,175 23
57	Windsor, Essex & Lake Shore	133,141 97	26,616 31	2,996 04	1,657 15	164,411 47
58	Winnipeg	2,104,151 46	.....	480 00	6,481 93	2,111,113 39
59	Winnipeg, Selkirk & Lake Winnipeg	110,088 78	16,139 41	1,445 46	183 05	127,856 70
60	Yarmouth	10,558 30	.....	387 57	313 00	11,258 87
61	Schomberg & Aurora Railway	6,617 69	7,068 06	.....	.....	13,685 75
62	Three Rivers Traction Company	20,602 65	.....	.....	.....	20,602 65
63	Toronto Civic Railway	212,288 89	.....	.....	.....	212,288 89
	Total	18,937,327 86	1,218,763 88	112,309 43	134,359 96	20,402,761 13

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Operation for the Year ending June 30, 1915.

Miscellaneous Earnings.							Total Gross Earnings.	No.
Advertising	Rent of Land or Buildings.	Rent of Trucks.	Rent of Equipment.	Sale of Power.	Other Earnings.	Total Miscellaneous.		
$ cts.	$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts	$ cts	
750 00			3,498 48		34 38	4,282 86	51,656 50	1
117 50	103 50				103 37	324 37	8,271 40	2
	323 00	600 00		667 44	19 80	1,610 24	218,032 13	3
458 00			210 63			668 63	29,258 68	4
	5,934 92		363 60			6,298 52	141,047 23	5
1,380 00					468 13	1,848 13	99,717 60	6
9,745 40						9,745 40	2,468,143 45	7
9,886 78					161 00	10,047 78	548,494 93	8
							331 65	9
955 00	25 00				136 97	1,116 97	220,412 13	10
316 92	340 92		927 00	16 00	5,540 45	7,141 29	148,164 05	11
464 00				280 26	1,841 33	2,585 59	33,555 09	12
3,544 81	724 00	285 51			442 78	4,997 10	534,163 04	13
481 00	4 00				352 35	837 35	113,421 32	14
392 00	200 00				186 68	778 68	45,143 14	15
2,111 12						2,111 12	350,077 04	16
124 99	162 00	2,795 68	296 11			3,378 78	75,599 88	17
350 00	2,022 00		5,057 98			7,429 98	136,420 42	18
724 98	2,084 71		1,629 27			4,438 96	659,709 00	19
300 00	751 00		7,136 73			8,187 72	171,407 24	20
1,075 00		306 00	87 00			1,468 00	157,809 88	21
1,271 69					30,989 15	32,260 84	97,386 24	22
400 00	1,088 31				220 00	1,708 31	43,229 97	23
762 00	720 00					1,482 00	46,853 14	24
							94,976 86	25
3,099 76	156 00				360 20	3,615 96	422,640 71	26
					129 05	646 55	82,410 35	27
517 50	2,570 20	6,386 65			4,309 50	13,266 35	281,058 32	28
	200 00					200 00	16,808 64	29
1,446 00	133 75		890 00	1,800 46	173 30	4,443 51	217,378 49	30
							6,609,765 00	31
1,608 15					1,195 53	2,803 68	89,599 58	32
	256 16					256 16	11,635 16	33
1,038 51	225 01		5 04	796 02	5 80	2,070 38	121,242 88	34
524 44	912 94	45 00			2,803 01	4,285 39	691,593 59	35
199 97						199 97	25,758 54	36
521 77		163 00			483 00	1,167 77	108,215 25	37
240 00	1,091 52				2,483 57	3,815 09	105,591 37	38
3,125 00	762 40			551 88		4,439 28	1,081,303 27	39
	403 32				74 60	477 92	56,701 70	40
								41
678 25			357 12	416 66	281 00	1,733 03	96,375 14	42
2,309 04					311 79	2,620 83	523,524 78	43
	1,694 68				6,373 75	8,068 43	210,398 35	44
3,176 66					759 91	3,936 57	192,865 61	45
1,040 00	140 00			26,793 08	516 78	28,489 86	331,108 82	46
400 00					2,770 08	3,170 08	62,936 77	47
567 00					390 22	957 22	49,621 02	48
								49
254 00				1,929 70	290 15	2,473 85	40,550 25	50
	327 50	857 97			1,134 75	2,330 22	22,263 13	51
1,295 25	49 00				622 54	1,966 79	167,872 58	52
		7,261 04				7,261 04	48,084 75	53
18,499 98					70,964 94	89,464 92	5,839,393 40	54
455 00				26,073 77	400 33	26,927 10	164,640 30	55
1,300 00	1,083 50				23,291 37	25,674 87	547,850 10	56
480 00	109 00				194 30	783 30	165,194 77	57
9,390 00		249 98	900 00			10,539 98	2,121,653 37	58
600 00		500 00			279 39	1,379 39	129,236 09	59
					28,081 60	28,081 60	39,340 47	60
							13,685 75	61
251 50					639 25	890 75	21,493 40	62
570 00						570 00	212,858 89	63
89,198 97	24,608 34	19,450 83	21,358 96	59,325 27	189,816 10	403,758 47	27,416,284 60	

TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	Maintenance—Way and Structures.			
		Track and Roadway.	Electric Line.	Buildings and Fixtures.	Total Way and Structures.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	2,375 72	117 18	26 81	2,519 71
2	Berlin and Northern	120 54	.....	23 42	143 96
3	Berlin, Waterloo, Wellesley and Lake Huron	12,663 46	1,558 26	1,528 46	15,750 18
4	Brandon Municipal	939 92	266 57	.....	1,206 49
5	Brantford and Hamilton	12,578 95	1,939 63	190 18	14,708 76
6	Brantford Municipal	5,323 38	937 65	28 97	6,290 00
7	British Columbia	100,145 00	38,324 00	983 83	139,452 83
8	Calgary	14,411 67	5,614 29	114 66	20,140 62
9	Canadian Resources Development	.....	.....	.....	.....
10	Cape Breton	14,935 38	4,060 45	1,031 11	20,026 94
11	Chatham, Wallaceburg and Lake Erie	11,986 21	1,178 47	1,767 16	14,931 84
12	Cornwall	1,138 24	111 72	80 00	1,329 96
13	Edmonton Radial	7,396 25	2,111 23	546 78	10,054 26
14	Fort William	3,057 14	1,423 79	208 05	4,688 98
15	Guelph Radial	2,583 27	686 97	17 84	3,288 08
16	Halifax Tramway	18,150 61	865 23	579 21	19,595 05
17	Hamilton and Dundas	5,774 68	1,162 70	184 82	7,122 20
18	Hamilton, Grimsby and Beamsville	17,355 98	3,694 13	1,134 49	22,184 60
19	Hamilton Street	9,897 00	7,083 20	38 43	17,018 63
20	Hamilton Radial	23,856 78	3,291 09	786 48	27,934 35
21	Hull	11,040 19	3,350 38	972 27	15,362 84
22	International Transit Co	2,550 61	108 79	30 70	2,690 10
23	Kingston, Portsmouth and Cataraqui	3,199 94	119 87	177 60	3,497 41
24	Lethbridge Municipal	1,670 50	209 71	580 32	2,460 53
25	Levis County	8,447 49	483 89	76 64	9,008 02
26	London Street	24,876 35	11,142 79	835 28	36,854 42
27	London and Lake Erie	10,747 62	1,616 99	611 91	12,976 52
28	London and Port Stanley	10,815 42	1,584 53	173 08	12,573 03
29	Moncton Tramways	696 73	364 63	36 01	1,097 37
30	Montreal and Southern Counties	12,754 28	2,480 91	1,213 39	16,448 58
31	Montreal Tramways	.....	.....	.....	.....
32	Moosejaw	1,699 93	227 53	104 48	2,031 94
33	Nelson	392 94	54 18	38 53	485 65
34	Niagara Falls, Park and River	19,251 65	4,889 58	673 95	24,815 18
35	Niagara, St. Catharines and Toronto	35,823 47	8,408 98	10,413 80	54,646 25
36	Niagara, Welland and Lake Erie	19 65	10 80	24 76	55 21
37	Nipissing Central	10,757 40	331 50	.....	11,088 90
38	Oshawa	8,906 71	200 09	241 24	9,348 04
39	Ottawa	25,708 87	15,032 97	2,495 22	43,237 06
40	Peterborough Radial	964 24	209 41	.....	1,173 65
41	Pictou County	.....	.....	.....	.....
42	Port Arthur	3,849 86	2,789 59	27 81	6,667 26
43	Quebec Ry., Lt. and Power Co. (Citadel)	21,050 53	6,759 04	1,668 58	29,478 15
44	" " " (Montmorency)	15,441 83	3,980 72	2,996 06	22,418 61
45	Regina Municipal	3,144 83	2,913 41	183 77	6,242 01
46	Sandwich, Windsor and Amherstburg	19,529 23	5,106 15	399 68	25,035 06
47	Sarnia	3,425 03	90 03	61 15	3,576 21
48	Sherbrooke	3,407 85	1,391 96	281 87	5,081 68
49	St. John	.....	.....	.....	.....
50	St. Stephen	3,116 17	111 76	531 86	3,759 79
51	St. Thomas	2,331 05	14 00	.....	2,345 05
52	Saskatoon	6,021 60	97 32	412 73	6,531 65
53	Suburban Rapid Transit	5,427 22	1,084 98	7 50	6,519 70
54	Toronto	76,049 02	37,904 92	8,456 67	122,410 61
55	Toronto Suburban	5,143 00	1,018 66	94 55	6,256 21
56	Toronto and York Radial	23,029 23	5,370 49	4,422 66	32,822 38
57	Windsor, Essex and Lake Shore	14,882 96	2,543 56	312 32	18,738 84
58	Winnipeg	48,783 86	8,976 71	981 15	58,741 72
59	Winnipeg, Selkirk and Lake Winnipeg	10,684 91	603 43	414 51	11,702 85
60	Yarmouth	127 53	74 51	19 27	221 31
61	Schomberg and Aurora Railway	3,875 08	51 83	43 62	3,970 53
62	Three Rivers Traction Company	984 84	145 29	.....	1,130 13
63	Toronto Civic Railway	1,822 51	725 67	191 46	2,739 64
	Total	727,142 31	208,008 12	49,477 10	984,627 53

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Maintenance—Equipment.							No
Steam Plant.	Electric Plant.	Cars.	Electric Equipment of Cars.	Miscellaneous Equipment.	Miscellaneous Shop Expenses	Total Equipment.	
$ cts.	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	
		4,792 32			198 50	4,990 82	1
		590 97				590 97	2
100 42	825 40	670 25	4,096 85	865 45		6,558 37	3
		363 51	46 53	128 85	0 30	549 19	4
	593 22	4,123 37	5,494 68		14,513 23	24,724 50	5
		2,296 61				2,296 61	6
	16,070 00	84,406 36	34,792 05	106 82	5,541 33	140,916 56	7
		23,045 00	8,496 13	337 32	2,409 97	34,288 42	8
		35 96				35 96	9
	4,109 91	9,194 48	3,948 70	1,661 58	467 41	19,382 08	10
0 72		1,953 16	1,563 74	800 31	512 90	4,830 83	11
		2,691 47	929 10	157 49		3,778 06	12
		22,174 90	7,896 90	297 72	1,880 95	32,250 47	13
	850 97	5,328 08	4,122 64	130 64	1,181 04	11,613 37	14
	325 00	2,135 60	2,034 21	107 23		4,602 04	15
		11,883 14	8,212 45	1,185 95	306 00	21,587 54	16
		482 39	274 88		8,343 85	9,101 12	17
	544 40	6,917 65	3,703 28		6,946 68	18,112 01	18
		29,176 65	20,222 79		30,941 22	80,340 66	19
		6,355 20	3,287 65		8,519 05	18,161 90	20
			20,918 86			20,918 86	21
1,387 61		3,448 46	1,224 31	2 64	537 89	6,700 91	22
	537 25	1,198 66	176 80			1,912 71	23
		3,589 23	1,532 15	356 81	15 23	5,493 42	24
	780 61	5,567 16	6,542 60	601 46	1,003 12	14,494 95	25
		15,729 26	9,695 25	14,893 82		40,318 33	26
	621 95	7,646 00				8,267 95	27
		9,655 03	2,583 02	40 94	1,859 77	14,138 76	28
		2,462 05	698 13	13 70	255 32	3,429 20	29
	104 66	6,621 17	5,647 21	1,240 75		13,613 79	30
							31
	1,491 55	1,812 69	373 11	103 16	225 82	4,006 33	32
		682 42	91 07			773 49	33
	205 34	3,871 94	1,081 35	52 60		5,211 23	34
	604 17	29,725 66	36,878 33	126 95	1,674 70	69,009 81	35
	21 99	646 23	72 84			741 06	36
		2,897 49	1,307 02		326 62	4,531 14	37
	28 76	2,173 60	1,158 23	885 78		4,246 37	38
	11,659 01	35,575 58	27,350 16	823 72	2,683 43	78,091 90	39
	38 87	2,311 81	1,069 08	20 57		3,440 33	40
	101 75	4,625 67	2,301 34	13 50	1,576 07	8,618 33	42
		22,997 27	10,372 10	152 97		33,522 34	43
72 66	120 50	4,615 33	9,812 46	72 66	878 62	15,572 23	44
		2,712 36	1,109 81	1,820 53	908 52	6,551 22	45
	630 49	13,319 94	7,849 19	136 67		21,956 29	46
			3,233 50		95 83	3,329 33	47
		1,338 34	705 63	603 31	22 78	2,670 06	48
							49
		776 64	708 89	13 37		1,498 90	50
			1,478 03			1,478 03	51
956 95		7,036 52	1,172 51	3,836 57		13,002 55	52
	119 50				1 70	121 20	53
28,775 77	2,342 73	129,310 99	96,503 72	25,952 29	20,112 77	302,998 27	54
		6,725 68	1,105 18	1,080 54	819 23	9,730 62	55
385 45	623 67	22,461 18	17,640 27	15,056 80	84 52	56,251 89	56
862 02		10,826 45	9,472 68	492 14		21,653 29	57
	356 84	65,450 15	44,447 87	6,267 13	3,698 05	120,220 04	58
	366 13	2,920 62	2,743 50	46 02		6,076 27	59
254 22		898 06	622 07			1,774 35	60
	12 15	19 01			105 22	136 38	61
		2,659 45		8 53	131 19	2,799 17	62
		12,523 87	4,539 64	47 28	1,104 29	18,215 08	63
32,795 82	44,086 82	665,449 04	443,440 50	80,572 57	119,883 12	1,386,227 87	

TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	Transportation—Operation			
		Wages.	Fuel for Power.	Water for Power.	Lubricants and Waste.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo				
2	Berlin and Northern				
3	Berlin, Waterloo, Wellesley and Lake Huron	2,089 20	1,315 00		315 00
4	Brandon Municipal				
5	Brantford and Hamilton	3,779 45			
6	Brantford Municipal				
7	British Columbia	15,749 00		8,674 72	
8	Calgary				
9	Canadian Resources Development				
10	Cape Breton				
11	Chatham, Wallaceburg and Lake Erie				
12	Cornwall	1,207 93	386 39	120 00	
13	Edmonton Radial				
14	Fort William	1,478 11			22 85
15	Guelph Radial				
16	Halifax Tramway	5,471 60	15,987 60	640 00	367 20
17	Hamilton and Dundas				
18	Hamilton, Grimsby and Beamsville	3,828 47			
19	Hamilton Street				
20	Hamilton Radial				
21	Hull				
22	International Transit Co				
23	Kingston, Portsmouth and Cataraqui				
24	Lethbridge Municipal				
25	Levis County	930 00			39 59
26	London Street	330 00			
27	London and Lake Erie	2,566 51			
28	London and Port Stanley				
29	Moncton Tramways				
30	Montreal and Southern Counties	5,097 34			
31	Montreal Tramways				
32	Moosejaw	5,464 31	6,379 89	298 07	567 09
33	Nelson	491 40			
34	Niagara Falls, Park and River	5,777 20			3 70
35	Niagara, St. Catharines and Toronto	8,483 36			
36	Niagara, Welland and Lake Erie				
37	Nipissing Central	2,154 20			
38	Oshawa	3,140 95			
39	Ottawa	31,391 62	2,127 93	2,736 39	117 65
40	Peterborough Radial				20 20
41	Pictou County				
42	Port Arthur	34 57	15 02		
43	Quebec Ry., Light and Power Co. (Citadel)				
44	" " " (Montmorency)	1,230 52			
45	Regina Municipal				
46	Sandwich, Windsor and Amherstburg	6,243 50	1,514 55		
47	Sarnia				
48	Sherbrooke				
49	St. John				
50	St. Stephen	1,445 53	878 09		
51	St. Thomas				
52	Saskatoon				
53	Suburban Rapid Transit	2,586 20			
54	Toronto	31,269 29	9,457 35	37 93	196 17
55	Toronto Suburban	897 16			
56	Toronto and York Radial	15,309 08	3,651 75		299 29
57	Windsor, Essex and Lake Shore	4,300 19	11,068 32		
58	Winnipeg	28,378 87	24,143 79	366 49	56 49
59	Winnipeg, Selkirk and Lake Winnipeg	4,763 80			
60	Yarmouth	4,172 28	4,126 15		47 73
61	Schomberg and Aurora Railway	355 43	3,121 85		
62	Three Rivers Traction Company				
63	Toronto Civic Railway				
	Total	200,417 07	84,173 68	12,873 60	2,052 96

for the Year ending June 30, 1916—*Continued.*

Power Plant.		Transportation—Operation of Cars.						
Miscellaneous Supplies and Expenses.	Hired Power.	Total Operation Power. Plant.	Superintendence.	Wages of Conductors	Wages of Motormen.	Wages of Miscellaneous Car Service.	Wages of Car House Employees.	No.
$ cts.	$ cts.	$ cts	$ cts	$ cts	$ cts	$ cts	$ cts	
. . . .	7,356 09	7,356 09	800 04	6,055 69	6,055 69			1
. . . .	. .	. .	. .	1,094 76	1,094 75			2
. . . .	20,763 38	24,482 58	2,280 00	9,718 10	9,791 20	5,512 00	5,638 35	3
. .	8,537 80	8,537 80	. .	4,549 70	4,549 70		3,912 55	4
. . . . .	13,294 59	17,074 04	1,474 00	5,114 72	5,114 72	3,936 04	2,625 12	5
. . . . .	16,962 23	16,962 23	. . .	11,872 80	11,872 80		4,128 19	6
38,977 39	616,223 29	679,624 40	75,525 00	404,269 99	404,269 99	54,496 60	73,797 34	7
. . . .	85,622 47	85,622 47	2,834 61	89,398 91	89,398 85		4,951 62	8
. . . .	474 99	474 99	. . .	282 97	282 97		. . .	9
. . . . .	19,244 59	19,244 59	3,154 96	17,444 21	17,444 20	2,553 33	4,252 59	10
27 35	13,350 83	13,378 18	777 00	9,438 77	7,071 85	5,231 17	2,083 05	11
218 46	. .	1,922 78	. . .	4,537 41	4,537 40		. . .	12
. . . . .	102,215 98	102,215 98	7,400 21	77,252 67	77,252 66	4,025 01	9,793 06	13
45 72	17,633 32	19,180 00	1,356 00	15,186 46	15,899 12	71 01	6,415 39	14
. . . . .	6,979 30	6,979 30	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	15
3,274 00	. . .	25,740 40	582 80	41,317 43	41,317 43	4,600 56	10,927 32	16
. . . . .	7,666 56	7,666 56	698 02	5,960 65	5,960 66	32 55	151 33	17
. . . . .	12,768 18	16,596 65	1,494 81	7,892 02	7,892 02	7,233 54	692 65	18
. . . . .	67,202 30	67,202 30	11,736 07	70,974 75	70,974 75		5,637 64	19
. . . . .	20,320 65	20,320 65	2,899 25	12,349 87	12,349 88	2,697 29	1,177 11	20
. . . . .	16,070 10	16,070 10	. . .	20,394 48	20,394 48		. . .	21
. . . . .	9,999 96	9,999 96	811 36	7,368 55	7,260 20	1,221 80	1,419 86	22
. . . . .	4,758 68	4,758 68	. . . . .	4,397 20	4,517 30	3,900 35	. . .	23
. . . . .	17,131 40	17,131 40	444 00	5,183 81	5,183 81	. . .	. . .	24
. . . . .	10,499 00	11,468 59	1,380 00	10,405 09	10,823 31	. . .	2,071 72	25
. . . . .	39,264 70	39,594 70	6,913 26	55,855 53	55,908 26	6,037 42	6,200 91	26
207 31	16,036 84	18,810 66	1,672 81	8,662 45	8,662 45	. . .	1,200 00	27
. . . . .	38,812 99	38,812 99	6,038 40	13,027 22	13,027 21	. . .	224 36	28
. . . . .	4,956 00	4,956 00	600 00	3,213 71	3,212 77	658 77	. . .	29
463 07	28,916 32	34,476 73	7,429 42	15,503 48	15,503 47	. . .	3,992 52	30
. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	31
851 18	. . . .	13,560 54	479 77	16,555 22	16,555 22	. . .	2,545 60	32
. . . . .	. . . .	491 40	1,500 00	2,994 60	3,188 25	387 10	. . .	33
166 05	. . . .	5,946 95	3,632 42	9,855 40	8,908 68	496 36	2,268 50	34
. . . . .	35,904 67	44,388 03	11,209 55	51,311 81	51,311 81	29,764 58	6,975 93	35
. . . . .	1,684 43	1,684 43	120 00	2,770 45	2,586 15	. . .	119 44	36
1,399 59	16,123 50	19,677 29	1,455 48	9,168 22	9,168 22	3,426 48	65 61	37
. . . . .	7,200 00	10,340 95	1,758 88	5,360 39	5,360 38	8,940 00	2,190 00	38
1,509 15	19,999 92	57,882 66	. . .	144,275 25	144,275 25	6,704 05	16,822 48	39
. . . .	3,000 00	3,020 20	1,026 70	8,747 11	8,602 16	1,155 79	. . .	40
. . . . .	. .	90,921 10	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	41
. . . . .	19,999 92	20,049 51	2,839 99	14,161 63	14,063 35	1,780 43	. . .	42
. . . . .	35,712 73	35,712 73	13,299 39	62,392 91	62,392 90	1,499 17	15,037 04	43
. . . . .	20,000 04	21,230 56	3,296 79	15,459 44	12,601 25	17,082 04	802 31	44
. . . . .	45,615 23	45,615 23	3,156 10	37,546 46	38,483 11	3,170 51	12,860 03	45
665 69	33,788 74	42,212 48	1,500 00	34,354 24	34,354 24	. . .	. . .	46
. . . . .	9,174 55	9,174 55	. . .	5,618 85	5,618 84	. . .	2,364 62	47
. . . . .	6,000 00	6,000 00	767 18	6,733 75	6,700 72	. . .	3,529 65	48
. . . . .	. . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	49
1,378 48	7,560 00	11,202 10	. . .	3,470 32	3,536 62	. . .	2,184 82	50
. . .	5,248 11	5,248 11	. . .	6,336 40	6,336 39	. . .	2,854 35	51
468 21	26,035 05	26,503 26	3,361 51	26,277 33	26,277 24	. . .	. . .	52
48 38	25,756 42	28,391 00	. . .	12,751 30	11,854 60	. . .	. . .	53
549 14	717,542 97	759,052 85	176,913 38	611,599 73	593,319 39	225,992 53	. . .	54
78 38	16,906 37	17,881 91	1,875 00	12,427 24	12,892 81	618 98	940 32	55
275 55	84,000 00	103,535 67	11,423 14	28,495 03	28,494 03	4,465 21	13,806 07	56
1,032 98	. . .	16,401 49	605 52	6,205 36	6,205 35	15,564 28	. . .	57
3,969 77	122,531 90	179,447 31	37,768 60	376,642 15	381,722 45	12,104 02	33,501 02	58
234 62	19,308 75	24,307 17	. . .	8,632 05	8,529 20	5,015 35	513 80	59
310 45	. . .	8,656 61	. . .	2,062 24	2,062 23	. . .	. . .	60
2 26	450 00	3,929 54	60 00	1,470 13	1,470 12	1,861 40	. . .	61
. . . .	3,642 64	3,642 64	. . .	. . .	2,079 20	2,079 20	5 50	62
. . . . .	59,866 61	59,866 61	6,529 02	36,462 60	36,696 26	2,506 65	6,480 23	63
56,153 18	2,566,055 09	2,921,725 58	422,980 44	2,498,861 01	2,483,270 42	446,821 55	277,160 00	

TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	Transportation—Operation			
		Car Service Supplies.	Miscellaneous Car Service Expenses.	Hired Equipment.	Cleaning and Sanding. Track.
		$ cts.	$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	1,769 92			
2	Berlin and Northern	62 86			60 46
3	Berlin, Waterloo, Wellesley and Lake Huron		8,191 26		
4	Brandon Municipal	963 17	860 59		322 39
5	Brantford and Hamilton	1,704 16	1,888 93	885 19	
6	Brantford Munucipal				
7	British Columbia	10,891 01	76,265 78	2,580 56	9,003 21
8	Calgary	7,751 65	951 67		2,225 13
9	Canadian Resources Development		27 15		56 05
10	Cape Breton		4,178 60		389 82
11	Chatham, Wallaceburg and Lake Erie	23 84	5,445 19	6,491 75	
12	Cornwall				849 64
13	Edmonton Radial		15,925 68		5,506 73
14	Fort William	2,076 48	823 14		
15	Guelph Radial		15,266 22		
16	Halifax Tramway	649 69	9,437 52		11,043 71
17	Hamilton and Dundas	869 98	839 52	5,231 23	
18	Hamilton, Grimsby and Beamsville	1,784 71	1,832 44	6,377 21	
19	Hamilton Street	9,656 90	7,380 46	4,829 32	
20	Hamilton Radial	2,334 62	2,079 40	20,935 68	
21	Hull	1,555 10	900 00		
22	International Transit Co	306 94	648 98		
23	Kingston, Portsmouth and Cataraqui				
24	Lethbridge Municipal	264 44	203 67		737 89
25	Levis County	586 74	1,361 28	2,171 56	503 28
26	London Street	1,640 19	137 87		
27	London and Lake Erie	1,125 00		1,062 73	
28	London and Port Stanley	6,463 21	21,598 66	25,549 47	2,085 26
29	Moncton Tramways	396 06	755 71		
30	Montreal and Sounthern Counties		17,925 51	61 65	
31	Montreal Tramways				
32	Moosejaw		1,484 45		
33	Nelson	205 84			
34	Niagara Falls, Park and River		1,470 36		583 25
35	Niagara, St. Catharines and Toronto		25,588 28	31,621 19	
36	Niagara, Welland and Lake Erie	52 22			
37	Nipissing Central		4,304 98		
38	Oshawa		3,070 32	3,250 85	
39	Ottawa		33,120 30		
40	Peterborough Radial	645 96	276 64		515 43
41	Picton County				
42	Port Arthur	2,216 38	709 03		
43	Quebec Ry., Lt. and Power Co. (Citadel)		10,922 33		3,000 00
44	" " " (Montmorency)		8,188 72		
45	Regina Municipal	5,509 72	438 13		2,339 72
46	Sandwich, Windsor and Amherstburg		7,214 99		
47	Sarnia				
48	Sherbrooke		257 44		
49	St. John				
50	St. Stephen				
51	St. Thomas				
52	Saskatoon		7,458 99		
53	Suburban Rapid Transit		848 11	1,800 00	283 12
54	Toronto			5,355 81	5,125 46
55	Toronto Suburban	946 83	868 85		1,354 28
56	Toronto and York Radial		13,536 20	1,086 24	6,715 65
57	Windsor, Essex and Lake Shore		794 89		
58	Winnipeg	18,886 91	35,748 65		
59	Winnipeg, Selkirk and Lake Winnipeg	1,328 41		2,634 77	
60	Yarmouth		513 36		
61	Schomberg and Aurora Railway	747 42			1,312 11
62	Three Rivers Traction Company	338 84	116 64		593 20
63	Toronto Civic Railway	4,855 94	227 05		681 06
	Total	88,611 14	352,096 94	121,925 21	55,286 85

for the Year ending June 30, 1916—*Continued.*

of Cars—*Continued.*		General.						No
Snow and Ice Removal	Total Operation of Cars.	Salaries, General Officers.	Salaries, Clerks.	Printing and Stationery.	Office Expenses.	Store Expenses.	Stable Expenses.	
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
681 12	15,362 46		604 63		280 65			1
	2,312 83	115 00	1,088 88		50 00			2
1,376 35	42,507 26	4,731 55	14,570 45	915 40	1,220 50	83 46		3
845 27	16,003 37	1,187 26		23 25				4
1,807 51	24,550 39	1,911 30	6,385 21	544 58			4,472 78	5
655 38	28,529 17		4,692 21	242 15	1,459 58		484 10	6
18,610 74	1,129,710 22	38,688 00	93,836 00	19,127 00	20,246 00	8,592 00	6,846 27	7
1,364 94	198,877 38	6,490 60	2,858 68	582 46	506 02	852 28		8
84 06	733 20							9
3,221 37	52,639 08	5,559 51	5,653 75	863 92	1,084 47	619 91	447 01	10
442 40	37,018 02	3,447 27	2,803 87	507 89	931 20	22 42		11
	9,924 45		1,086 28	210 88	517 09			12
1,008 29	198,164 31	4,012 50	7,689 35	368 65	960 25	1,112 20	126 54	13
3,127 11	44,954 71	1,704 62	1,618 75	175 57	84 88	293 81		14
	15,266 22		1,270 05	186 54		138 23		15
2,339 85	122,216 31	8,364 80	1,150 80		1,268 00	459 20	725 60	16
272 97	20,016 91	865 89	2,885 29	172 14			48 00	17
944 15	36,143 55	1,878 62	7,224 99	651 13			1,352 09	18
3,331 98	184,521 87	8,170 21	17,154 84	1,020 49				19
1,980 29	58,803 39	2,402 09	7,427 26	491 30			777 71	20
10,277 38	53,521 44	3,014 00	2,885 35	597 21	864 89		3,288 83	21
431 42	19,469 11	457 14	238 89	215 52	25 33			22
624 84	13,439 69	2,899 00		229 21	420 12			23
737 89	12,755 51		1,154 50	98 34	13 81	2 98		24
5,736 10	35,039 08	3,100 00	1,216 65	441 00	229 26		769 82	25
1,241 30	133,934 74	4,800 00	3,084 49	208 51	805 09		424 95	26
	22,385 44	3,000 00	8,699 90	1,656 96	714 25			27
8,213 89	96,227 68	5,468 06	3,666 24	3,210 65	1,218 92	797 42		28
	8,837 00							29
	60,416 05		10,660 19	2,288 58	1,851 63	1,160 07		30
								31
841 64	38,461 90	3,000 00	2,785 83	702 98	476 67	15 85	237 55	32
	8,275 79							33
1,038 56	28,253 53	630 92	496 63	151 90	164 86	161 98	159 32	34
3,870 08	211,753 23	12,871 11	13,996 22	2,918 63	2,058 26			35
66 36	5,714 62		630 00	29 35	140 00			36
	27,588 99	1,323 80	2,023 36	568 65	71 15			37
	29,930 82	2,255 00	936 00	87 07	1,206 52		712 55	38
46,685 63	391,882 96	20,649 52	4,865 04	1,585 17	606 53	1,717 55	1,733 43	39
468 74	21,438 53	1,049 32	2,731 14	312 56	524 67	154 75		40
								41
497 81	36,268 62		4,411 52	142 27	1,428 22	747 28		42
20,897 28	189,441 02	8,043 98	4,021 99	1,667 88	458 21	3,559 11	1,092 00	43
4,032 69	61,463 24	1,902 62	7,239 28	2,834 08	763 52			44
9,342 99	112,846 77	2,273 90	5,222 84	145 88	167 35	626 40	580 79	45
	77,423 47	4,133 33	5,013 94	1,558 36	1,279 03			46
	13,602 31	1,632 00	1,716 00	103 86	373 11		1,540 53	47
1,070 83	19,059 57		1,982 40	324 18		129 22		48
								49
83 75	9,275 51	2,396 00	572 00	19 25				50
	15,527 14	960 00	480 00		46 25			51
	63,375 17		265 67		97 61			52
2,026 56	29,563 69	975 00			276 60			53
7,220 64	1,625,526 94	40,731 77	68,502 43	5,624 05		15,746 38	5,746 61	54
285 08	32,209 39	1,959 40	4,057 50		778 55		518 82	55
3,939 15	111,960 72	7,800 00	8,427 92	1,107 81	2,201 77	2,359 02	9,894 34	56
	29,375 40	3,267 22	2,492 58	573 39	497 05	495 05		57
5,414 78	901,788 58	21,054 06	20,211 05	3,296 20	8,756 92	2,330 68	3,305 56	58
1,766 99	28,420 57	4,151 02	3,660 85	858 12	687 74			59
	4,637 83	2,145 25	1,073 99	145 37	775 52		409 64	60
302 60	7,223 78		200 00	59 50				61
2,621 72	7,834 30	952 24	789 27	170 00	371 38	1 10	377 34	62
289 33	94,728 14	1,029 00	7,474 10	2,261 47		1,686 76	902 66	63
182,119 81	6,929,133 37	259,453 88	387,886 05	62,277 31	58,959 43	43,859 11	46,974 84	

TABLE 5.—SUMMARY of Operating Expenses

No.	Name of Railway.	General— Advertising and Attractions.	Miscellaneous.	Damages.
		$ cts.	$ cts.	$ cts.
1	Berlin and Waterloo	.....	2,204 57	.....
2	Berlin and Northern	.....	393 38	.....
3	Berlin, Waterloo, Wellesley and Lake Huron	54 47	3,985 48	40 74
4	Brandon Municipal	.....	65 10	155 00
5	Brantford and Hamilton	44 47	992 74	3,242 44
6	Brantford Municipal	12 58	669 55	770 27
7	British Columbia	4,628 08	51,189 38	74,739 09
8	Calgary	350 26	20,837 88	.....
9	Canadian Resources Development	.....	.....	.....
10	Cape Breton	109 92	4,093 22	3,221 55
11	Chatham, Wallaceburg and Lake Erie	.....	470 90	1,915 74
12	Cornwall	1,539 38	.....	649 75
13	Edmonton Radial	2,125 05	1,266 34	4,911 34
14	Fort William	.....	130 82	51 29
15	Guelph Radial	.....	479 14	35 80
16	Halifax Tramway	9 56	1,232 00	.....
17	Hamilton and Dundas	88 34	339 49	1,631 45
18	Hamilton, Grimsby and Beamsville	47 33	991 61	3,842 08
19	Hamilton Street	292 90	1,219 88	19,658 73
20	Hamilton Radial	56 16	1,142 32	3,880 21
21	Hull	78 26	1,608 28	2,600 00
22	International Transit Co	.....	21,552 67	.....
23	Kingston, Portsmouth and Cataraqui	1,714 54	1,072 05	193 72
24	Lethbridge Municipal	397 06	868 91	47 37
25	Levis County	35 00	1,899 26	705 61
26	London Street	.....	4,671 91	14,591 34
27	London and Lake Erie	684 74	3,481 72	981 65
28	London and Port Stanley	764 02	554 69	604 53
29	Moncton Tramways	.....	120 00	.....
30	Montreal and Southern Counties	1,505 98	519 22	5,085 02
31	Montreal Tramways	.....	.....	.....
32	Moosejaw	42 93	211 17	127 50
33	Nelson	.....	2,882 50	.....
34	Niagara Falls, Park and River	3,956 89	3,493 16	148,524 03
35	Niagara, St. Catharines and Toronto	4,556 20	6,304 81	14,544 92
36	Niagara, Welland and Lake Erie	.....	298 89	15 30
37	Nipissing Central	440 15	53 35	600 77
38	Oshawa	.....	.....	.....
39	Ottawa	1,532 08	17,578 03	13,673 82
40	Peterborough Radial	17 73	1,393 68	10 00
41	Pictou County	.....	.....	.....
42	Port Amherst	398 71	400 20	108 00
43	Quebec Ry., Lt. and Power Co. (Citadel)	.....	5,432 41	2,406 70
44	" " " (Montmorency)	1,579 07	7,447 95	165 93
45	Regina Municipal	560 49	138 27	64 27
46	Sandwich, Windsor and Amherstburg	145 00	3,417 77	5,887 35
47	Sarnia	478 38	8,325 82	.....
48	Sherbrooke	.....	59 68	1,002 67
49	St. John	.....	.....	.....
50	St. Stephen	.....	342 85	50 00
51	St. Thomas	.....	3 00	.....
52	Saskatoon	4,411 67	238 37	.....
53	Suburban Rapid Transit	.....	516 64	153 48
54	Toronto	.....	34,975 39	114,908 53
55	Toronto Suburban	48 87	1,496 21	133 38
56	Toronto and York Radial	3,198 50	11,400 00	4,775 72
57	Windsor, Essex and Lake Shore	1,529 50	1,205 50	.....
58	Winnipeg	8,792 89	12,694 24	12,140 78
59	Winnipeg, Selkirk and Lake Winnipeg	38 46	510 52	1,050 88
60	Yarmouth	5 51	326 92	.....
61	Schomberg and Aurora Railway	.....	106 89	.....
62	Three Rivers Traction Company	10 10	365 43	.....
63	Toronto Civic Railway	7 07	622 04	1,823 74
	Total	46,288 30	250,294 20	465,722 49

for the Year ending June 30, 1916—*Concluded.*

Concluded.

Legal Expenses.	Miscellaneous Legal Expenses.	Rent of Land and Buildings.	Rent of Track and Terminals.	Insurance.	Total. — General.	Grand Total. — Operating Expenses.	No.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	
	69 00	550 02		2,073 12	5,781 99	36,011 07	1
			1,935 83	329 56	3,912 65	6,960 41	2
	59 25	174 60	1,800 00	5,710 87	33,346 77	122,645 16	3
				932 77	2,363 38	28,660 23	4
	11 32	1,579 29	8,178 81	812 16	28,175 10	109,232 79	5
			428 22	2,101 73	10,860 39	64,938 40	6
16,024 00			11,823 63	13,452 93	359,192 38	2,448,896 39	7
	344 89	1,993 95		2,032 02	36,848 95	375,777 84	8
			178 41	56 00	234 41	1,478 56	9
	1,019 00			1,966 67	24,638 93	135,931 62	10
16 57			104 45	832 99	11,053 30	81,212 17	11
682 71				708 08	5,394 17	22,359 42	12
93 40			384 05	2,159 85	25,209 52	367,894 54	13
	224 68	360 00		2,561 98	7,206 40	87,643 46	14
				1,382 15	3,491 91	33,627 55	15
8,790 00	278 40			853 00	23,131 36	212,270 66	16
	160 91		5,824 14	137 00	12,152 65	56,059 44	17
	2,215 40	377 00	11,833 59	828 93	31,242 77	124,279 58	18
	116 40	15,321 93		2,262 50	65,217 88	414,301 34	19
	333 24		12,863 91	448 16	29,821 36	155,041 65	20
400 00				3,327 43	18,664 25	124,537 49	21
553 65	403 56	124 33		1,773 02	25,344 11	64,204 19	22
	15 00			610 89	7,154 53	30,763 02	23
				615 39	3,198 36	41,039 22	24
	681 93	569 57		4,443 85	14,091 95	84,102 59	25
	600 00			2,361 65	31,547 94	282,250 13	26
		360 00	1,714 98	1,659 47	23,153 67	85,594 24	27
	12 50			2,576 39	18,867 42	180,619 88	28
			2 00	90 00	212 00	18,531 57	29
	138 40	5,478 94	58,481 15	3,310 48	90,479 66	215,434 81	30
						3,707,053 00	31
2 00	102 41	56 76	6,501 00	1,665 27	15,927 92	73,988 63	32
				218 90	3,101 40	13,127 73	33
3,680 05	2,987 47	10,000 00		2,347 82	176,755 03	240,981 92	34
1,391 19				5,197 12	63,838 46	443,635 78	35
8 00	102 05	120 00	100 00	929 70	2,373 29	10,568 61	36
13 00			4,147 09	507 80	9,749 12	72,635 44	37
		180 00	1,076 22	1,506 83	7,960 19	61,826 37	38
	100 00			11,441 83	75,483 00	646,577 58	39
	293 91	133 68		1,476 64	8,098 08	37,170 79	40
				1,800 00	9,436 20	81,039 92	42
	3,008 58			4,850 16	34,541 02	322,695 26	43
42 41	42 41			2,269 56	24,286 83	144,971 47	44
				5,912 32	15,692 51	186,947 74	45
	2,176 38			900 00	24,511 16	191,138 46	46
	18 00			841 60	15,029 30	44,711 70	47
6 00	21 35			1,749 08	5,274 58	38,085 89	48
							49
				505 38	3,885 48	29,621 78	50
			1 00	1,149 20	2,639 45	27,237 78	51
				2,198 22	7,211 54	116,624 17	52
	1,125 00				3,046 72	67,642 31	53
	12,807 97	1,967 45		116,963 96	417,974 57	3,227,963 21	54
	821 89	600 00		4 174 24	14,588 80	80,667 00	55
	2,478 20	2,650 44	17,350 97	4,391 18	78,035 87	382,606 53	56
				7,599 62	17,659 91	103,828 93	57
1,666 50	8,773 96		23,792 70	14,565 05	141,380 59	1,401,578 24	58
			250 00	1,002 71	12,210 30	82,717 16	59
	287 72	1,028 33		177 55	6,375 80	21,665 90	60
	5 00			5 95	377 34	15,637 57	61
15 00		80 00		732 35	3,864 21	19,270 45	62
				2,032 60	17,839 44	193,388 91	63
33,384 48	41,836 09	43,906 29	168,772 15	261,523 68	2,171,138 30	18,099,905 65	

TABLE 6.—SUMMARY of Equipment for the Year ending June 30, 1916.

Name of Railway.	Passenger Cars.				Other Cars.								
	Closed.	Open.	Combination.	Total.	Freight	Mails, Express and Baggage.	Combination.	Work.	Snow Plough.	Sweeper	Miscellaneous.	Total.	Total — All Cars
Berlin and Waterloo	8	6	.....	14	.....	.....	.....	1	1	1	.....	3	17
Berlin and Northern	3	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	3
Berlin, Waterloo, Wellesley and Lake Huron	9	4	2	15	3	.....	2	2	.....	2	3	12	27
Brandon Municipal	10	10	.....	20	.....	.....	.....	.....	.....	1	.....	1	21
Brantford and Hamilton	6	.....	.....	6	.....	.....	.....	6	.....	.....	.....	6	12
Brantford Municipal	13	4	.....	17	.....	.....	.....	1	1	2	.....	5	22
British Columbia	383	4	.....	387	466	14	5	70	2	6	4	567	954
Calgary	85	1	.....	86	5	.....	.....	4	1	.....	7	17	103
Canadian Resources Development	1	.....	.....	1	.....	.....	.....	2	.....	.....	22	24	25
Cape Breton	22	.....	.....	22	3	1	.....	1	3	1	.....	9	31
Chatham, Wallaceburg and Lake Erie	8	.....	.....	8	20	.....	.....	1	.....	.....	.....	21	29
Cornwall	7	3	.....	10	2	.....	.....	.....	.....	1	.....	3	13
Edmonton Radial	.....	.....	79	79	.....	.....	.....	4	.....	2	3	9	88
Fort William	26	1	27	54	.....	.....	.....	.....	1	1	.....	2	56
Guelph Radial	9	5	.....	14	.....	.....	.....	3	.....	1	.....	4	18
Halifax Tramway	40	22	.....	62	.....	.....	.....	3	.....	5	21	30	92
Hamilton and Dundas	1	2	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	3
Hamilton, Grimsby and Beamsville	8	2	.....	10	4	.....	.....	.....	.....	.....	.....	4	14
Hamilton Street	82	19	.....	101	.....	.....	.....	.....	.....	3	1	4	105
Hamilton Radial	8	.....	.....	8	11	.....	.....	.....	1	.....	.....	12	20
Hull	31	13	.....	44	2	1	.....	2	2	3	1	11	55
International Transit Co	11	.....	.....	11	.....	.....	.....	.....	.....	1	1	2	13
Kingston, Portsmouth and Cataraqui	8	.....	12	20	1	.....	.....	2	.....	2	.....	5	25
Lethbridge Municipal	10	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	10
Levis County	15	9	.....	24	.....	1	.....	2	2	3	.....	8	32
London Street	50	13	.....	63	.....	.....	.....	2	.....	2	3	7	70
London and Lake Erie	14	.....	.....	14	9	4	.....	2	1	.....	.....	16	30
London and Port Stanley	11	.....	.....	11	4	2	.....	2	.....	.....	3	11	22
Moncton Tramways	4	.....	.....	4	.....	.....	.....	1	1	.....	.....	2	6
Montreal and Southern Counties	24	.....	.....	24	.....	2	4	2	2	2	.....	12	36
Montreal Tramways	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Moosejaw	21	.....	.....	21	.....	.....	.....	1	.....	1	.....	2	23
Nelson	2	.....	.....	2	.....	.....	.....	.....	.....	1	.....	1	3
Niagara Falls, Park and River	11	16	.....	27	.....	2	.....	.....	1	.....	2	5	32
Niagara, St. Catharines and Toronto	38	16	.....	54	55	.....	.....	.....	2	1	13	71	125
Niagara, Welland and Lake Erie	3	.....	.....	3	.....	.....	.....	.....	1	.....	.....	1	4
Nipissing Central	8	.....	.....	8	.....	.....	1	3	.....	.....	.....	4	12
Oshawa	3	3	2	8	.....	2	.....	3	.....	1	5	11	19

Ottawa	59	52	65	1 76				4	4	14	2	24	200
Peterborough Radial	10	8		18					1	2		3	21
Pictou County													
Port Arthur	24	1		25		1			2			3	28
Quebec Ry., Light & Power Co. (Citadel)	57	50		1 07				1	4	8	7	20	127
Quebec Ry., Light & Power Co. (Montmorency)	15			15							2	2	17
Regina Municipal	34			34	30			1		2		33	67
Sandwich, Windsor & Amherstburg	40	17		57	5			6	3			14	71
Sarnia	10	2		12		1						1	13
Sherbrooke	10	9		19					1	1		2	21
St. John													
St. Stephen	4	4		8				1	1			2	10
St. Thomas	10	2	4	16			1					1	17
Saskatoon	18			18				4		1	2	7	25
Surburban Rapid Transit													
Toronto	2 80	1 80	5 72	10 32				11		17	12	40	1,072
Toronto Suburban	13	3		16		1		2		2	1	6	22
Toronto & York Radial	50	4	2	56	10	10		12	4		1	37	93
Windsor, Essex & Lake Shore	11			11	19				1		3	23	34
Winnipeg	295	25		320				7	1	7	1	16	336
Winnipeg, Selkirk & Lake Winnipeg	12			12	8			15		1		24	36
Yarmouth	3	3		6					1			1	7
Schomberg & Aurora Railway	1			1				13				13	14
Three Rivers Traction Company	6			6						1		1	7
Toronto Civic Railway	31			31						3		3	34
Total	1,986	513	765	3,264	658	42	13	197	45	102	121	1,178	4,442

TABLE 7.—SUMMARY—Accidents for the Year ending June 30, 1916.

No.	Name of Railway.	Passengers.			Employees.			Others.			Totals.		
		Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.	Killed.	Injured.	Total.
		No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.	No.
1	Berlin and Waterloo								1	1		1	1
2	Berlin and Northern												
3	Berlin, Waterloo, Wellesley and Lake Huron		9	9	2	6	8		1	1	2	16	18
4	Brandon Municipal												
5	Brantford and Hamilton		1	1		6	6	2		2	2	7	9
6	Brantford Municipal												
7	British Columbia		25	25	1	20	21	6	18	24	7	63	70
8	Calgary		5	5		4	4		5	5		14	14
9	Canadian Resources Development												
10	Cape Breton		7	7		1	1		3	3		11	11
11	Chatham, Wallaceberg and Lake Erie		1	1		8	8	1		1	1	9	10
12	Cornwall												
13	Edmonton Radial		63	63		7	7	1	19	20	1	89	90
14	Fort William								1	1		1	1
15	Guelph Radial												
16	Halifax Tramway	1		1		4	4		43	43	1	47	48
17	Hamilton and Dundas		7	7								7	7
18	Hamilton, Grimsby and Beamsville		13	13		4	4		3	3		20	20
19	Hamilton Street		391	391		12	12	1	32	33	1	435	436
20	Hamilton Radial		12	12		6	6		3	3		21	21
21	Hull												
22	International Transit Co												
23	Kingston, Portsmouth and Cataraqui							1		1	1		1
24	Lethbridge Municipal								1	1		1	1
25	Levis County		5	5		2	2		2	2		9	9
26	London Street		93	93		15	15		172	172		280	280
27	London and Lake Erie												
28	London and Port Stanley		1	1		9	9	1		1	1	10	11
29	Moncton Tramways												
30	Montreal and Southern Counties		50	50		2	2					52	52
31	Montreal Tramways												
32	Moosejaw												
33	Nelson												
34	Niagara Falls, Park and River	15	147	162		4	4		4	4	15	155	170
35	Niagara, St. Catharines and Toronto												
36	Niagara, Welland and Lake Erie								1	1		1	1
37	Nipissing Central		1	1		1	1		4	4		6	6
38	Oshawa					1	1					1	1

39	Ottawa		19	19		7	7	2	56	58	2	82	84
40	Peterborough Radial					2	2		7	7		9	9
41	Picton County												
42	Port Arthur		6	6								6	6
43	Quebec Ry., Light and Power Co. (Citadel)		6	6		1	1	1	17	18	1	24	25
44	" " " (Montmorency)								3	3		3	3
45	Regina Municipal		15	15		9	9					24	24
46	Sandwich, Windsor and Amherstburg		130	130		1	1		8	8		139	139
47	Sarnia												
48	Sherbrooke												
49	St. John												
50	St. Stephen												
51	St. Thomas					1	1					1	1
52	Saskatoon		21	21		4	4					25	25
53	Suburban Rapid Transit								1	1		1	1
54	Toronto	1	846	847	1	157	158	5	384	389	7	1,387	1,394
55	Toronto Suburban		1	1		2	2					3	3
56	Toronto and York Radial	1	2	3				4	6	10	5	8	13
57	Windsor, Essex and Lake Shore					1	1					1	1
58	Winnipeg		12	12		6	6	3	16	19	3	34	37
59	Winnipeg, Selkirk and Lake Winnipeg								1	1		1	1
60	Yarmouth												
61	Schomberg and Aurora Railway					1	1					1	1
62	Three Rivers Traction Company												
63	Toronto Civic Railway		16	16		1	1		7	7		24	24
	Total	18	1,905	1,923	4	305	309	28	819	847	50	3,029	3,079

TABLE 8.—SUMMARY of Mileage, Traffic, etc., for the Year ending June 30, 1916.

Name of Railway.	Fare Passengers Carried.	Freight Carried.	Passenger Cars.	Other Cars.	Total Cars.
	Number.	Tons.	Miles.	Miles.	Mileage.
Berlin and Waterloo	1,010,114	.....	207,528	.....	207,528
Berlin and Northern	192,227	.....	35,400	.....	35,400
Berlin, Waterloo, Wellesley and Lake Huron	1,373,823	164,653	260,717	40,460	301,177
Brandon Municipal	627,739	.....	235,281	.....	235,281
Brantford and Hamilton	759,063	5,322	321,158	41,006	362,164
Brantford Municipal	1,514,418	175	853,643	.....	853,643
British Columbia	43,021,598	228,087	11,658,056	899,383	12,557,439
Calgary	12,986,234	1,192	2,524,860	2,550	2,527,410
Canadian Resources Development	6,633	.....	6,636	.....	6,636
Cape Breton	4,171,838	.....	666,230	19,216	685,446
Chatham, Wallaceburg and Lake Erie	416,049	107,484	275,500	219,155	494,655
Cornwall	422,221	76,014	205,549	17,757	223,306
Edmonton Radial	10,948,518	2,940	2,106,051	32,447	2,138,498
Fort William	2,581,029	14,173	618,364	.....	618,364
Guelph Radial	1,090,017	13,574	235,975	43,000	278,975
Halifax Tramway	8,061,025	.....	1,362,693	.....	1,362,693
Hamilton and Dundas	974,519	40	166,663	.....	166,663
Hamilton, Grimsby and Beamsville	1,019,152	31,952	377,083	28,152	405,235
Hamilton Street	15,630,059	.....	2,618,393	.....	2,618,393
Hamilton Radial	1,234,890	25,511	510,004	14,636	524,640
Hull	2,513,257	9,231	770,982	27,734	798,716
International Transit Co	1,536,747	.....	287,342	.....	287,342
Kingston, Portsmouth and Cataraqui	1,032,656	.....	199,680	.....	199,680
Lethbridge Municipal	963,719	.....	284,234	.....	284,234
Levis County	2,034,518	2,550	404,641	11,700	416,341
London Street	11,342,886	.....	1,960,217	.....	1,960,217
London and Lake Erie	403,717	15,492	.....	.....	.....
London and Port Stanley	548,326	371,014	329,435	220,175	549,610
Moncton Tramways	426,961	.....	117,301	.....	117,301
Montreal and Southern Counties	1,982,983	.....	603,044	974	604,018
Montreal Tramways	156,408,303	.....	.....	.....	.....
Moosejaw	1,962,852	.....	409,240	.....	409,240
Nelson	273,096	.....	30,236	.....	30,236
Niagara Falls, Park and River	1,202,043	.....	272,034	.....	272,034
Niagara, St. Catharines and Toronto	5,524,212	403,700	1,324,380	120,844	1,445,224
Niagara, Welland and Lake Erie	552,765	.....	86,892	.....	86,892
Nipissing Central	1,386,748	.....	268,525	.....	268,525
Oshawa	238,500	164,335	53,491	28,419	81,910
Ottawa	25,392,750	.....	4,756,501	.....	4,756,501
Peterborough Radial	1,240,680	.....	437,896	.....	437,896
Pictou County	.....	.....	.....	.....	.....
Port Arthur	2,155,425	.....	561,921	.....	561,921
Quebec Ry., Lt. and Power Co. (Citadel)	12,278,607	40	2,098,911	15	2,098,926
" " " (Montmorency)	1,775,523	.....	442,378	.....	442,378
Regina Municipal	4,236,310	20,779	899,574	9,524	909,098
Sandwich, Windsor and Amherstburg	6,044,912	.....	1,103,557	.....	1,103,557
Sarnia	1,066,477	201,449	204,244	4,952	209,196
Sherbrooke	1,128,432	.....	419,294	.....	419,294
St. John	.....	.....	.....	.....	.....
St. Stephen	766,583	.....	183,960	.....	183,960
St. Thomas	489,051	.....	295,785	.....	295,785
Saskatoon	3,257,611	.....	736,077	.....	736,077
Suburban Rapid Transit	767,973	.....	432,468	.....	432,468
Toronto	145,812,384	.....	20,056,819	.....	20,056,819
Toronto Suburban	2,890,880	348	457,190	11,461	468,651
Toronto and York Radial	5,454,649	43,185	2,119,156	102,188	2,221,344
Windsor, Essex and Lake Shore	548,220	32,142	314,039	194,630	408,669
Winnipeg	52,459,531	.....	10,424,726	.....	10,424,726
Winnipeg, Selkirk and Lake Winnipeg	663,617	4,342	431,052	.....	431,052
Yarmouth	249,111	.....	89,145	.....	89,145
Schomberg and Aurora Railway	24,092	10,465	21,090	.....	21,090
Three Rivers Traction Company	411,856	.....	130,308	.....	130,308
Toronto Civic Railway	12,604,038	.....	1,262 685	.....	1,262,685
Total	580,094,167	1,936,674	80,526,234	1,990,378	82,516,612

FOREIGN RAILWAY STATISTICS.

The following Table will afford helpful information with regard to the Railway Statistics of Foreign Countries.

Country.	Year.	Miles Covered by Capitalization.	Capitalization. (*b*)	Passenger Revenue.	Freight Revenue.	Other Revenues.	Total Revenues.	Operating Expenses.	Passengers Carried.	Freight Carried.
			$	$	$	$	$	$		Tons.
Canada	1916	37,434	1,893,877,774	53,097,643	185,806,168	22,984,843	261,888,654	180,542,259	49,027,671	109,659,088
United States	1915	247,312	20,392,956,827	653,975,175	2,086,859,678	204,585,486	2,945,420,339	2,074,891,008	961,351,000	1,779,512,000
New Zealand	1916	2,970	157,569,274	8,383,812	12,190,435	1,561,070	22,135,317	14,212,881	14,201,506	6,370,944
United Kingdom	1914	23,441	6,501,272,332	215,407,648	311,917,724	98,729,768	626,055,140	395,562,550	1,294,337,046	520,279,128
New South Wales	1916	4,188	334,951,214	15,315,512	21,072,526	496,609	36,884,647	27,651,017	83,652,807	11,614,026
Japan (*a*)	1914	5,471	486,545,748	27,987,671	26,684,466	2,066,391	56,738,528	27,275,623	167,773,143	36,348,362
German Empire	1912	37,665	4,392,651,229	224,719,558	519,227,398	83,473,000	827,419,956	558,220,395	1,743,111,677	612,385,727
France	1911	25,194	3,720,480,021	162,383,599	198,292,706	5,980,128	366,656,433	229,361,949	511,096,490	184,635,276
Russian Empire	1910	41,622	3,508,675,945	84,681,703	359,019,243	55,400,372	499,101,318	335,360,716	195,017,000	258,339,276
Austria	1912	14,185	1,724,079,152	54,891,400	160,999,300	14,473,900	230,364,400	171,900,400	290,850,985	159,209,564
Hungary	1912	13,303	949,581,820	30,399,250	80,337,656	4,943,862	115,680,768	73,912,097	164,008,000	83,629,000
Italy (*a*)	1912	8,387	1,334,928,118	40,796,637	63,721,393	12,050,318	116,568,348	97,871,890	89,690,138	37,145,897
Sweden	1910	8,574	286,183,902	12,426,400	23,674,356	1,399,546	37,500,302	27,198,990	58,276,650	36,952,910
Norway	1913	1,913	84,130,007	3,351,187	4,081,441	926,090	8,358,718	6,428,141	17,834,565	7,217,873
Denmark (*a*)	1914	2,333	76,319,972	6,523,592	7,855,222	741,739	15,120,553	12,790,269	23,690,045	6,289,750
Belgium (*a*)	1912	2,913	520,777,053	19,856,622	39,016,968	5,065,417	63,939,007	44,326,853	191,814,188	66,011,442
Holland	1911	1,980	136,612,000	12,998,268	13,404,288		26,402,556		46,426,000	18,579,800
Switzerland	1912	3,014	362,718,858	20,077,596	25,991,431	1,958,053	48,027,080	31,852,495	123,523,422	19,613,953
South Australia	1916	2,185	85,732,910	2,858,992	6,053,423	710,243	9,622,658	7,521,379	20,512,753	2,396,938
Western Australia	1916	3,331	83,308,749	146,621	6,599,406	414,114	10,160,141	7,356,721	18,884,541	2,482,193
Victoria	1916	4,452	2,635,791,182	12,856,590	12,703,012	2,130,019	27,889,621	20,021,335	115,771,238	5,705,163
Bulgaria (*a*)	1912	1,207	58,836,411	2,050,659	2,439,558	293,518	4,783,735	3,726,216	3,341,651	1,560,890
Tasmania	1915	533	22,527,367	824,502	748,713		1,573,215	1,099,842	1,750,905	387,724
Egypt (*a*)	1912	2,419	134,823,238	7,684,481	9,895,856	1,478,554	19,058,891	11,148,760	28,782,736	2,818,135

(*a*) State railways only. (*b*) From latest report, not always year named.

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